

EAST INDIA

A C C O U N T S

RESPECTING THE

ANNUAL TERRITORIAL REVENUES AND DISBURSEMENTS

OF

THE EAST INDIA COMPANY

FOR THREE YEARS

(1849-50—1850-51—1851/52),

ACCORDING TO THE LATEST ADVICES *

WITH A STATEMENT OF THE SAME FOR THE SUCCEEDING
YEAR, PARTLY ESTIMATED

* Printed pursuant to the Act 3 & 4 Will. IV. c. 85, s. 116.)

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LIST OF ACCOUNTS

- No. 1.—AN ACCOUNT of the REVENUES and CHARGES of the BENGAL PRESIDENCY, for Three Years, according to the latest Advices, with an Estimate of the same for the succeeding Year - - - - - p. 4-5
- No. 2.—AN ACCOUNT of the CASH TRANSACTIONS of the BENGAL PRESIDENCY, for Three Years, according to the latest Advices, with an Estimate of the same for the succeeding Year - - - - - p. 6-7
- No. 3.—AN ACCOUNT of the REVENUES and CHARGES of the NORTH-WESTERN PROVINCES, for Three Years, according to the latest Advices, with an Estimate of the same for the succeeding Year - - - - - p. 8-9
- No. 3A.—AN ACCOUNT of the REVENUES and CHARGES of the PUNJAB and TRANS-INDUS TERRITORY, for Three Years, according to the latest Advices, with an Estimate of the same for the succeeding Year - - - - - p. 8-9
- No. 4.—AN ACCOUNT of the CASH TRANSACTIONS of the NORTH-WESTERN PROVINCES, including the newly acquired Territory, for Three Years, according to the latest Advices, with an Estimate of the same for the succeeding Year - - - - - p. 10-11
- No. 5.—AN ACCOUNT of the REVENUES and CHARGES of the MADRAS PRESIDENCY, for Four Years, according to the latest Advices - - - - - p. 12-13
- No. 6.—AN ACCOUNT of the CASH TRANSACTIONS of the MADRAS PRESIDENCY, for Four Years, according to the latest Advices - - - - - p. 14-15
- No. 7.—AN ACCOUNT of the REVENUES and CHARGES of the BOMBAY PRESIDENCY, for Three Years, according to the latest Advices, with an Estimate of the same for the succeeding Year - - - - - p. 16-17
- No. 8.—AN ACCOUNT of the CASH TRANSACTIONS of the BOMBAY PRESIDENCY, for Three Years, according to the latest Advices, with an Estimate of the same for the succeeding Year - - - - - p. 18-19
- No. 9.—A STATEMENT of the CHARGES defrayed in ENGLAND on account of the INDIAN TERRITORY, in the Years comprised in the preceding Accounts - - - - - p. 20
- No. 10.—GENERAL ABSTRACT VIEW of the REVENUES and CHARGES of INDIA, for the Years comprised in the preceding Accounts, including the Charges disbursed in England - - - - - p. 24
- No. 11.—A COMBINED ACCOUNT of the CASH TRANSACTIONS of INDIA, for the Years comprised in the preceding Accounts - - - - - p. 22
- No. 12.—AN ACCOUNT of the PUBLIC DEBTS bearing INTEREST, outstanding at the several PRESIDENCIES in the EAST INDIES, on the 30th April 1852; also, of the Rates and Annual Amount of Interest payable thereon - - - - -

East India House, }
2 May 1854. }

JAMES C. MELVILL,
Secretary.



A C C O U N T S

RESPECTING THE

ANNUAL TERRITORIAL REVENUES AND DISBURSEMENTS

THE EAST INDIA COMPANY

No. 1.—AN ACCOUNT of the REVENUES and CHARGES of the BENGAL PRESIDENCY, for

REVENUES:					1840/50.	1850/51.	1851/52.	Estimated, 1852/53.
Mint Duties - - - - -					Co.'s Rs. 4,50,781	Co.'s Rs. 4,31,777	Co.'s Rs. 8,85,107	Co.'s Rs. 7,92,700
Post-office Collections - - - - -					4,85,144	4,93,477	4,92,149	4,92,100
Stamp Duties - - - - -					22,06,866	20,84,592	21,43,965	21,28,800
Excise Duties in Calcutta - - - - -					2,71,806	2,72,195	86,148	2,91,500
Miscellaneous Civil Receipts, including net Gain or deducting net Loss by Exchange } operations between India and England - - - - -					4,37,445	27,71,166	2,93,535	22,50,426
Judicial Fees and Fines - - - - -					8,56,178	7,53,721	10,75,537	8,49,500
Land Revenue - - - - -					3,53,69,403	3,56,94,086	3,54,18,327	3,53,37,000
Sayer and Abkarry - - - - -					30,35,721	30,68,362	29,78,606	30,71,600
Miscellaneous Receipts in the Revenue Department - - - - -					37,412	1,95,364	73,522	45,400
Receipts from the Territory ceded by the Burmese - - - - -					18,91,809	19,32,866	25,11,220	21,68,300
Customs - - - - -					86,16,562	1,01,45,542	1,14,08,472	95,17,700
Sale of Salt - - - - -					1,33,50,915	1,08,88,495	90,45,618	1,17,03,000
Sale of Opium - - - - -					3,75,72,231	3,09,05,530	3,12,00,944	3,96,37,960
Marine and Pilotage Receipts - - - - -					7,98,374	8,56,401	9,07,261	7,49,000
REVENUES OF PRINCE OF WALES' ISLAND, SINGAPORE AND MALACCA:								
Prince of Wales' Island - - - - -	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.				
Singapore - - - - -	1,82,930	1,73,688	1,82,495	1,91,200				
Malacca - - - - -	3,87,139	4,21,762	3,65,889	4,30,400				
	1,04,128	88,379	98,937	1,17,220				
					6,74,197	6,83,829	6,47,321	7,38,820
Subsidy received from the Nagpore Government - - - - -					6,00,000	8,00,000	8,00,000	8,00,000
Tributes from the Nizam, Rajpoot and other States - - - - -					12,79,699	13,93,722	13,17,970	12,32,560
Interest on Arrears of Revenue, &c. - - - - -					67,316	1,60,786	77,138	55,625
On account net proceeds of Estates administered to by the late Registrar of the Supreme Court (Section I. of the Act of the Government of India, No. 5, of 1851) - - - - -							509,580	125,000
TOTAL GROSS REVENUES - - - - -					10,80,01,859	10,35,31,908	10,40,74,417	11,21,27,591
Deduct, Allowances and Assignments payable out of the Revenues, in accordance with Treaties } or other Engagement - - - - -					25,50,319	26,99,155	26,53,433	24,07,710
					10,54,51,540	10,08,32,753	10,14,21,084	10,97,19,881
CHARGES OF COLLECTING THE REVENUES (including Cost of Salt and Opium):								
Charges of collecting the Stamp Duties - - - - -	Co.'s Rs. 1,29,684	Co.'s Rs. 1,17,912	Co.'s Rs. 1,07,498	Co.'s Rs. 1,06,300				
Ditto - Land Sayer and Abkarry } Revenues - - - - -	34,90,841	35,16,120	39,48,936	33,89,100				
Ditto - Customs - - - - -	4,92,936	4,85,791	4,99,960	5,01,000				
Cost and Charges of Salt, including } payments made to the French Go- } vernment under convention - - - - -	31,12,680	31,78,518	32,38,131	27,03,188				
Cost and Charges of Opium - - - - -	96,64,263	1,03,47,259	1,10,89,314	1,22,01,027				
					1,67,91,404	1,70,45,600	1,88,83,529	1,88,99,615
TOTAL NET REVENUES of the BENGAL PRESIDENCY, after Payment of Allow- } ances and Assignments, and Charges of Collection - - - - -					8,86,60,136	8,31,87,153	8,25,37,255	9,08,20,266
RECEIPTS FROM THE PRODUCE OF THE COMMERCIAL ASSETS (Act 3 & 4 Will. 4, c. 85, s. 1 & 4).								
At BENGAL:	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.				
Sale of Commercial Factories and re- } coveries of Outstanding Commercial } Advances - - - - -	1,602	6,382	—	—				
					1,602	6,382	—	—
TOTAL NET REVENUES and RECEIPTS - - - - -					8,86,61,738	8,31,93,535	8,25,37,255	9,08,20,266
BENGAL DEFICIT - - - - -					1,40,63,903	1,45,94,024	1,59,48,649	1,20,57,877
TOTAL Co.'s Rupees					10,27,25,641	9,77,87,559	9,84,85,904	10,28,78,143

Note.—The Bengal Accounts having formerly included those of the Territories which, under the Act 3 & 4 Will. 4, c. 85, s. 38, became subject to the of the newly acquired Territory, as shown

YEARS.	NET REVENUES, after Payment of Allowances and Assignments and Charges of Collection.				CHARGES	
	Bengal Presidency.	North-Western Provinces (including Cis and Trans-Sutlej Territory). Vide Account, No. 3.	Punjab and Trans- Indus Territory. Vide Account, No. 3 A.	TOTAL.	Bengal Presidency.	North-Western Provinces (including Cis and Trans-Sutlej Territory). Vide Account, No. 3.
	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
1840/50 - - -	8,86,60,136	5,16,58,682	1,16,11,971	15,19,30,789	10,27,25,641	9,45,09,936
1850/51 - - -	8,31,87,153	5,06,32,524	1,42,33,293	14,80,52,970	9,77,85,692	1,10,48,266
1851/52 - - -	8,25,37,255	5,16,44,284	1,46,80,654	14,38,62,193	9,84,85,904	1,09,52,280
1852/53. Estimated - - -	9,08,20,266	5,12,32,900	1,15,97,800	15,36,47,966	10,28,78,143	1,17,77,900

Three Years, according to the latest Advices, with an ESTIMATE of the same for the succeeding Year.

CHARGES:					1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
CIVIL AND POLITICAL:					Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Mint Charges	-	-	-	-	2,74,717	2,58,602	2,84,115	2,84,728
Post-office Charges	-	-	-	-	5,36,650	5,37,615	5,49,011	4,64,700
Charges of the Civil and Political Establishments, including contingent Charges	-	-	-	-	92,07,506	92,14,926	93,01,346	87,91,585
Payments to Claimants upon the late Registrar of the Supreme Court, under Section 3, of the Act of the Government of India, No. 5, of 1851	-	-	-	-	-	-	2,55,129	2,25,000
TOTAL CIVIL and POLITICAL CHARGES					1,00,18,873	1,00,10,843	1,04,69,601	97,65,963
JUDICIAL AND POLICE:								
Charges of the Queen's Supreme Court and the other Local Courts within its Jurisdiction, including Law Charges	-	-	-	-	10,71,281	11,72,488	10,74,472	10,92,432
Ditto - Sudder, Provincial and Zillah Courts	-	-	-	-	44,79,903	45,26,608	45,89,535	46,52,200
Provincial Police	-	-	-	-	10,20,698	10,26,961	10,81,386	10,27,300
TOTAL JUDICIAL and POLICE CHARGES					65,71,882	67,25,057	66,95,393	67,71,932
Charges in the Territory ceded by the Burmese	-	-	-	-	12,58,484	12,09,682	14,10,243	13,87,300
Marine and Pilotage Charges	-	-	-	-	16,01,980	20,05,578	17,74,576	20,85,400
Buildings, Roads and other Public Works, exclusive of Repairs	-	-	-	-	4,83,987	3,71,356	2,20,839	7,80,600
CHARGES OF PRINCE OF WALES' ISLAND, SINGAPORE AND MALACCA:					Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Prince of Wales' Island	-	-	-	-	3,30,942	4,43,803	2,73,606	3,44,470
Singapore	-	-	-	-	2,62,217	2,46,236	2,81,575	2,31,830
Malacca	-	-	-	-	95,862	1,06,312	98,107	92,560
					6,89,021	7,96,351	6,53,288	6,68,860
Military Charges (Bengal and North-Western Provinces)	-	-	-	-	5,33,58,286	5,29,51,436	5,27,86,420	5,28,20,416
Ditto - Buildings	-	-	-	-	8,71,896	10,99,148	18,56,886	9,40,000
					5,42,60,182	5,40,50,584	5,46,43,306	5,37,60,416
War Charges	-	-	-	-	83,05,325	9,54,935	6,72,933	50,00,000
TOTAL CHARGES, exclusive of INTEREST ON DEBT, and CHARGES OF COLLECTION					8,31,89,734	7,61,15,386	7,65,40,179	8,02,20,471
Deduct,					5,367	-	-	-
Unclaimed Deposits of Seven Years' standing in the Judicial and Revenue Departments, credited to the Public Account	-	-	-	-	2,92,778	-	-	-
Receipts from the Gwalior Government on account of War Charges, and in part compensation for losses sustained during and in consequence of the late Hostilities at Gwalior. Article 5 of the Treaty of Gwalior, dated 13th January 1844	-	-	-	-	6,83,485	7,00,000	-	-
Indemnity from the Lahore Government, under the 5th Article of the Treaty between the British Government and that State, dated 9th March 1846; and Receipts from Rajah Golab Sing, on account of the Transfer to him of Territory in the Punjab. Vide 1st and 2d Articles of the Treaty between the British Government and the Rajah, dated 16th March 1846	-	-	-	-	1,10,087	-	-	-
Receipts from the Lahore Durbar for the Maintenance of British Troops at Lahore, under Article 9 of the Treaty, dated 16th December 1846	-	-	-	-	-	-	-	-
TOTAL DEDUCTIONS					10,91,717	7,00,000	-	-
NET CHARGES, exclusive of INTEREST ON DEBT - Co.'s Rupees					8,20,98,017	7,54,15,386	7,65,40,179	8,02,20,471
Interest on Debt	-	-	-	-	2,06,27,624	2,23,70,306	2,19,45,725	2,26,57,672
TOTAL NET CHARGES of the BENGAL PRESIDENCY, exclusive of Collection, and after deducting Receipts from the Lahore Government, and from Rajah Golab Sing					10,27,25,641	9,77,85,692	9,84,85,904	10,28,78,143
EXTRAORDINARY CHARGES consequent upon the DISCHARGE of the BENGAL REMITTABLE DEBT.								
The difference of Exchange on Bills drawn on the Court of Directors, in discharge of the 6 per cent. Remittable Debt; viz., between the rate of 2s. 6d. the Sicca Rupee, at which the Loan was repayable, and the established rate of 2s. the Sicca Rupee, made use of in these Accounts in the conversion of sterling money into Indian currency					-	1,867	-	-
TOTAL - Co.'s Rupees					10,27,25,641	9,77,87,559	9,84,85,904	10,28,78,143

Government of the late Presidency of Agra, the aggregate of the Revenues and Charges of those Territories, as shown in Account No. 3, and also in account No. 3 A, are here inserted.

CHARGES.		SURPLUS in Bengal and the North Western Provinces, including the newly- acquired Territory.	Receipts from the Produce of the Commercial Assets.	NET SURPLUS, including Produce of the Commercial Assets.
Punjab and Trans- Indus Territory. Vide Account, No. 3 A.	TOTAL.			
Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
55,47,360	11,76,94,237	3,42,36,552	1,602	3,42,38,154
65,62,612	11,53,96,570	3,26,56,400	4,515	3,26,60,915
75,76,439	11,70,14,614	2,68,47,579	-	2,68,47,579
65,11,650	12,11,47,743	3,25,00,223	-	3,25,00,223

No. 2.—AN ACCOUNT of the CASH TRANSACTIONS of the BENGAL PRESIDENCY, for

RECEIPTS:					1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
CASH BALANCES in the several Treasuries of this Presidency on the 30th April					Co.'s Rs. 4,47,22,525	Co.'s Rs. 7,06,374	Co.'s Rs. 3,31,45,265	Co.'s Rs. 3,87,66,138
DEBT INCURRED:								
	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.				
Loans at 4 and 5 per cent.	2,61,04,800	99,95,600	5,69,700	50,00,000				
Treasury Notes issued	14,50,825	29,18,869	12,23,628	25,74,500				
Bills outstanding	23,02,618	—	36,32,258	—				
Received on account Civil, Military and other Service Funds	41,01,053	36,42,701	64,89,783	55,90,000				
Miscellaneous Deposits	1,55,67,374	1,34,25,895	1,28,52,936	1,95,14,200				
Gwalior Contingent, under Treaty of 13 January 1844	17,01,170	15,59,723	17,97,267	18,00,000				
TOTAL DEBT INCURRED					5,13,77,840	3,11,42,788	2,65,65,572	3,44,78,700
Advances made by Government repaid, including Tuccavee Advances	—	—	—	—	31,51,805	29,93,105	22,86,291	28,01,781
SUPPLIES FROM LONDON.								
Bills on the Court for Interest of India Debt	7,25,842	6,54,966	5,53,200	5,18,200				
Other Bills on the Court	80,980	1,14,205	97,600	95,000				
Dividends on Stock of the 5 per cent. Transfer Loan paid in England	13,78,144	14,47,527	13,96,222	13,70,654				
Advances in England recovered in Bengal	38,35,145	33,76,253	35,58,779	32,64,000				
East Indian Railway Company; Receipts in India on account of Capital under Clause 6 of their Deed of Contract	—	3,46,868	2,34,726	50,985				
Miscellaneous, including Credits to Her Majesty's Government, and net loss by Exchange Operations, with reference to the fixed rate of 2s. per Sicaa Rupee	277,901	6,66,194	6,76,114	4,36,200				
The difference of Exchange between the rate of 2s. & d. per Sicaa Rupee, at which the Bills drawn from India, in liquidation of Remittable Debt, were discharged in England, and the fixed rate of 2s. per Sicaa Rupee made use of in these Accounts for the conversion of the Indian currency into Sterling Money	—	1,867	—	—				
Invoice value of Copper for Coinage	57,034	—	4,24,799	5,00,000				
TOTAL SUPPLIES FROM LONDON					63,85,046	66,67,880	69,41,440	62,35,039
SUPPLIES FROM THE OTHER PRESIDENCIES.								
NORTH-WESTERN PROVINCES (including the newly-acquired Territories).								
Treasure	77,96,872	1,09,84,904	58,18,905	68,00,000				
Bills drawn	4,68,52,782	4,22,05,701	4,49,39,784	4,52,30,000				
Stores	17,019	—	—	—				
Advances and Disbursements on account Bengal, and Miscellaneous	81,14,162	99,75,333	1,05,87,416	89,22,150				
	6,27,80,835	6,11,65,938	6,13,46,105	6,09,52,150				
MADRAS:								
Treasure	25,00,000	2,93,965	21,06,017	44,99,967				
Bills drawn	2,89,058	3,06,238	23,94,304	11,07,000				
Stores	15,087	17,234	35,967	20,000				
India Loans discharged	—	2,315	—	—				
Advances and Disbursements on account Bengal, and Miscellaneous	46,02,615	50,34,892	45,30,158	55,00,400				
	74,06,760	62,58,694	90,66,446	1,11,27,367				
BOMBAY.								
Treasure	6,00,613	6,00,000	—	—				
Bills drawn	2,08,937	4,92,737	2,35,876	1,50,000				
Stores	27,382	6,426	—	—				
Advances and Disbursements on account Bengal, and Miscellaneous	60,08,227	40,41,468	39,05,393	40,12,225				
	68,45,159	51,40,631	41,41,269	41,62,225				
TOTAL SUPPLIES FROM THE OTHER PRESIDENCIES					7,70,32,754	7,45,65,263	7,45,53,820	7,62,41,742
GRAND TOTAL					18,26,69,970	15,36,15,410	14,44,92,388	16,85,23,400

Three Years, according to the latest Advices, with an Estimate of the same for the succeeding Year.

					1849/50	1850/51	1851/52	Estimate, 1852/53.
PAYMENTS:								
DEFICIT OF REVENUE, as shown in Account No. 1					Co's Rs. 1,40,93,908	Co's Rs. 1,45,94,024	Co's Rs. 1,50,49,849	Co's Rs. 1,20,57,677
DEBT DISCHARGED								
	Co's Rs.	Co's Rs.	Co's Rs.	Co's Rs.				
Loans at 5 and 6 per cent	-	17,982	51,333	-				
Treasury Notes	14,85,049	29,70,553	17,81,504	14,78,488				
Bills outstanding	-	16,15,558	-	46,56,674				
Payments on account, Civil, Military and other Service Loans	41,98,338	32,46,950	56,22,784	53,33,000				
Miscellaneous Deposits	1,54,10,421	1,44,14,190	1,28,73,049	1,80,32,600				
Cashier Contingent, under Treaty of 10th January 1844	16,05,110	15,82,058	15,12,884	18,00,000				
TOTAL DEBT DISCHARGED					2,20,98,918	2,38,47,291	2,18,41,554	2,18,00,709
Advances made by Government repayable, including Taccavie Advances					32,71,512	26,91,372	22,52,663	20,25,281
SUPPLIES TO LONDON								
Bills drawn by the Court discharged	2,67,94,766	2,84,72,487	2,35,47,035	2,89,32,138				
Bills on Her Majesty's Government transmitted	43,691	3,64,561	5,18,110	3,18,000				
Advances made upon security of goods repayable by Bills drawn from Ben- gal in favour of the Court of Di- rectors	1,14,21,759	-	-	-				
East India Railway Company, Pay- ments out of Capital under Clauses 7 of their Petition of Contract	-	3,26,278	15,65,000	18,61,634				
Interest on Capital deposited in the Indian Treasuries	-	-	9,190	12,147				
Miscellaneous included no net gain by Exchange Operations with reference to the fixed rate of 2s. the Sicca Rupee	30,127	22,73,841	18,99,813	10,85,296				
Supplies to Her Majesty's Govern- ment including Charges on account of the Expedition to China, repay- able in England	19,21,305	22,04,299	18,45,964	19,35,200				
TOTAL SUPPLIES TO LONDON					4,02,11,618	3,36,40,456	2,93,85,712	3,50,14,415
SUPPLIES TO THE OTHER PRESIDENCIES								
NORTH-WESTERN PROVINCES (including the newly-acquired Territories)								
Treasury	2,21,83,424	86,02,128	57,41,197	13,72,000				
Bills paid	26,46,160	1,16,02,866	1,31,18,317	57,00,000				
Stores	1,26,227	99,972	2,19,736	73,000				
Subscriptions to India Loans	32,95,900	11,44,700	49,300	1,00,000				
Advances and Disbursements on ac- count of the North Western Pro- vince and Miscellaneous	72,34,327	70,38,755	85,90,145	80,26,000				
Indemnity for the Lahore Govern- ment, and Amount received from Rajah Golab Sing (credited in Ac- count No. 1)	6,83,185	7,00,000	-	-				
Receipts from the Lahore Durbar, on account of the maintenance of troops at Lahore (credited in Account No. 1)	1,10,087	-	-	-				
					4,04,79,910	2,92,48,420	2,77,18,995	1,82,71,000
MADRAS								
Bills paid	20,71,924	8,82,049	20,50,893	10,61,000				
Stores	-	-	-	2,00,000				
Subscriptions to India Loans	28,98,000	19,01,200	2,61,400	4,70,000				
Advances and Disbursements on ac- count of Madras, and Miscellaneous	43,56,583	45,35,384	40,17,761	49,04,940				
					93,29,507	73,19,237	63,30,054	66,98,940
BOMBAY								
Treasury	-	10,00,000	-	-				
Bills paid	2,48,760	38,87,145	11,54,954	74,000				
Subscriptions to India Loans	1,16,11,900	30,81,000	23,100	7,10,000				
Advances and Disbursements on ac- count of Bombay, and Miscellaneous	20,47,638	11,81,197	10,70,569	9,80,000				
					1,39,08,198	91,29,345	22,48,623	17,71,000
TOTAL SUPPLIES TO THE OTHER PRESIDENCIES					6,37,17,615	4,56,97,002	3,62,97,673	2,07,23,940
TOTAL					14,39,63,599	12,04,70,146	10,57,26,250	10,81,52,275
CASH BALANCE, IN THE SEVERAL TREASURIES on the 30th April					3,87,06,374	3,31,45,265	3,87,06,198	5,03,71,125
GRAND TOTAL					18,26,69,970	15,36,15,410	14,44,92,388	15,85,23,400

No. 3.—AN ACCOUNT of the REVENUES and CHARGES of the NORTH-WESTERN of the same for

REVENUES:					1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
					Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Post-office Collections	-	-	-	-	6,46,097	6,66,758	6,78,061	6,66,500
Stamp Duties	-	-	-	-	15,50,376	15,02,736	14,95,416	15,57,000
Miscellaneous Civil Receipts	-	-	-	-	4,884	7,558	5,557	7,000
Judicial Fees and Fines	-	-	-	-	2,31,701	2,43,646	2,12,331	2,39,000
Land Revenue	-	-	-	-	4,97,43,082	4,99,01,027	4,98,42,111	5,01,12,000
Sayer and Abkarry	-	-	-	-	29,96,374	30,47,282	32,67,863	30,49,800
Miscellaneous Receipts in the Revenue Department	-	-	-	-	1,35,738	1,31,387	5,51,661	1,18,100
Customs	-	-	-	-	13,33,682	14,37,078	14,85,064	12,68,600
Receipts from Salt (Duties)	-	-	-	-	54,82,097	39,72,875	47,13,191	44,97,000
Interest on Arrears of Revenue, &c.	-	-	-	-	5,612	5,150	32,483	5,000
TOTAL GROSS REVENUES					6,21,30,143	6,09,15,297	6,19,83,728	6,15,19,700
Deduct,								
Allowances and Assignments payable out of the Revenues in accordance with Treaties or other Engagements, including those of the King of Delhi					48,13,748	48,65,043	45,35,994	46,30,000
CHARGES OF COLLECTING THE REVENUES:					5,73,16,395	5,60,50,254	5,74,47,824	5,66,89,700
	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.				
Charge of Collecting the Stamp Duties	50,710	46,096	47,458	67,700				
Ditto - Land and Sayer	47,21,438	44,86,339	47,81,770	46,07,000				
Ditto - Customs	7,83,278	7,80,435	8,67,175	6,69,600				
Ditto - Salt Duties	1,02,287	1,04,260	1,07,137	1,12,500				
					56,57,713	54,17,730	58,03,540	54,56,800
NET REVENUE, after payment of Allowances and Assignments, and Charges of Collection					5,16,58,682	5,06,32,524	5,16,44,284	5,12,32,900
Surplus brought down,								
North-Western Provinces (which include the Cis and Trans Sutlej States)								
Punjab and Trans-Indus Territory: Surplus, per annexed Statement, No. 3 A.								
Total Net Surplus North-Western Provinces, including newly-acquired Territory								
The Military Charges of the North-Western Provinces are included amongst the Military Charges of Bengal.								

No. 3 A.—AN ACCOUNT of the REVENUES and CHARGES of the PUNJAB and with an ESTIMATE of the same

REVENUES:					1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
					Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Post-office Collections	-	-	-	-	1,43,258	1,42,303	1,53,938	1,44,500
Stamp Duties	-	-	-	-	57,053	1,04,306	1,30,425	1,11,200
Miscellaneous Civil Receipts	-	-	-	-	35,086	11,178	10,782	10,000
Judicial Fees and Fines	-	-	-	-	58,148	77,326	46,852	77,900
Land Revenue	-	-	-	-	95,20,356	1,02,08,891	96,53,529	1,02,10,000
Sayer and Abkarry, including Produce of Salt Mines and Canal Collections	-	-	-	-	11,87,168	21,92,011	19,32,031	20,50,000
Miscellaneous Receipts in the Revenue Department	-	-	-	-	8,104	26,607	44,498	46,000
Customs (Abolished from 1 January 1850)	-	-	-	-	5,94,467	-	-	-
Deduct,					1,16,03,640	1,27,82,522	1,19,71,835	1,26,18,600
Allowances and Assignments payable out of the Revenues in accordance with Treaties or other Engagements					4,40,549	3,26,998	9,08,946	6,10,000
CHARGES OF COLLECTING THE REVENUES:					1,11,63,091	1,24,35,524	1,10,62,869	1,20,08,600
	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.				
Charges of Collecting the Stamp Duties	3,850	4,657	4,256	5,300				
Ditto - Land, Sayer, and Abkarry Revenues	8,33,062	13,54,023	15,36,030	15,08,500				
Ditto - Customs	956	-	-	-				
					6,37,868	13,58,680	15,40,286	15,13,800
Extraordinary: Value of Property, and Sale Proceeds of Assets of the late Government, including the Sum of Rupees 13,67,960 credited in 1850/51 as refunded					1,03,28,223	1,10,76,844	95,22,603	1,04,94,800
Revenue Charges of previous Years					12,86,748	31,56,449	1,58,051	11,00,000
NET REVENUE (including Extraordinary Receipts), after payment of Allowances and Assignments, and Charges of Collection					1,16,11,971	1,42,33,293	96,80,454	1,15,94,800

Note.—The Military Charges of this Territory, with the exception of the Charges of the Local

PROVINCES, for Three Years, according to the latest Accounts, with an Estimate for the succeeding Year.

CHARGES:				1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
CIVIL AND POLITICAL							
Post-office Charges				Co's Rs. 5,26,528	Co's Rs. 5,27,988	Co's Rs. 5,01,100	Co's Rs. 5,01,100
Charges of the Civil and Political Establishments, including Contingent Charges				18,58,807	18,58,107	17,58,318	17,58,318
Total Civil and Political Charges				23,85,335	23,86,095	22,59,418	22,59,418
JUDICIAL AND POLICE							
Charges of the Judges, Magistrates and Zillah Courts				12,52,712	12,52,712	11,52,712	11,52,712
Provincial Police				15,15,000	15,15,000	14,15,000	14,15,000
Total Judicial and Police Charges				27,67,712	27,67,712	25,67,712	25,67,712
Buildings, Roads and other Public Works, exclusive of Repairs				15,27,174	15,27,174	14,27,174	14,27,174
Deduct, Amount of Unclaimed Deposits of Seven Years standing in the Judicial and Revenue Departments, Credited to the Public Account				24,52,172	1,00,000	1,00,000	1,00,000
TOTAL CHARGES, exclusive of INTEREST ON DEBT				26,60,736	43,70,080	40,67,294	40,67,294
Interest on Debt				1,00,000	1,00,000	1,00,000	1,00,000
TOTAL CHARGES				27,60,736	44,70,080	41,67,294	41,67,294
North-Western Provinces Surplus				2,15,000	2,15,000	2,15,000	2,15,000
Co's Revenue				2,15,000	2,15,000	2,15,000	2,15,000

* Includes amount of Advances on Temporary Loans from the Government.

TRANS-INDUS TERRITORY, for Three Years, according to the latest Accounts, for the succeeding Year.

CHARGES:				1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
CIVIL AND POLITICAL							
Post-office Charges				Co's Rs. 5,26,528	Co's Rs. 5,27,988	Co's Rs. 5,01,100	Co's Rs. 5,01,100
Charges of the Civil and Political Establishments, including Contingent Charges				5,26,528	5,27,988	5,01,100	5,01,100
Total Civil and Political Charges				10,53,056	10,55,976	10,02,200	10,02,200
JUDICIAL AND POLICE							
Charges of the Judicial Establishments				5,00,456	5,00,456	5,00,456	5,00,456
Ditto - Civil and Military Police Establishments				7,72,834	7,72,834	7,72,834	7,72,834
Total Judicial and Police Charges				12,73,290	12,73,290	12,73,290	12,73,290
Buildings, Roads and other Public Works, exclusive of Repairs				1,57,055	1,57,055	1,57,055	1,57,055
Military Charges (theatrical Corps only)				12,12,877	12,12,877	12,12,877	12,12,877
Charges, Ordinary				31,74,427	31,74,427	31,74,427	31,74,427
Extraordinary: Arrears of Revenue Establishments of the former Government				25,25,172	25,25,172	25,25,172	25,25,172
TOTAL CHARGES (Ordinary and Extraordinary)				56,74,696	56,74,696	56,74,696	56,74,696
Interest on Debt				1,00,000	1,00,000	1,00,000	1,00,000
Punjab and Trans Indus Territory: Surplus				60,04,811	60,04,811	60,04,811	60,04,811
Co's Revenue				1,15,71,271	1,15,71,271	1,15,71,271	1,15,71,271

Corps, are included amongst the Military Charges of Bengal.

No. 4.—AN ACCOUNT of the CASH TRANSACTIONS of the NORTH-WESTERN Provinces, with an ESTIMATE

					1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
RECEIPTS.					<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>
Cash Balance in the several Treasuries on the 30th April					1,83,19,257	3,89,54,588	3,64,25,460	3,59,77,384
Surplus Revenue, as shown in Account No. 3					4,83,03,057	4,72,54,939	4,27,06,228	4,45,58,100
DEBT INCURRED:								
	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>				
Temporary Loans	4,35,000	—	—	—				
Bills outstanding	—	—	5,76,965	—				
Miscellaneous Deposits	1,96,18,371	1,97,85,796	2,38,44,080	1,93,67,000				
TOTAL DEBT INCURRED					2,00,53,371	1,97,82,726	2,44,20,985	1,93,67,000
Advances made by Government agents, including Treasury Advances					41,21,281	49,82,728	1,38,40,355	95,67,000
Supplies from London (Miscellaneous)					600	—	—	—
SUPPLIES FROM THE OTHER PRESIDENCIES:								
BENGAL:								
Treasury	2,21,81,997	82,49,685	57,01,445	15,23,000				
Bills drawn	54,62,893	1,14,48,987	1,31,73,738	70,22,000				
Stores	1,33,793	1,92,656	1,90,556	—				
Subscriptions received to India Loans	32,95,200	11,44,700	49,300	10,500				
Advances and Disbursements on account of the North-Western Provinces, including Receipts from the Lahore Government and from Raja Gopal Singh, per Account No. 3	4,27,06,435	2,95,21,979	2,77,63,680	1,59,59,500				
MADRAS:								
Miscellaneous	465	17,997	91,280	500				
BOMBAY:								
Treasury	30,00,000	—	—	—				
Bills drawn	16,914	30,102	56,464	—				
Advances and Disbursements on account of the North-Western Provinces, and Miscellaneous	1,74,242	67,425	34,847	30,80,000				
	31,91,156	97,527	90,811	30,80,000				
TOTAL SUPPLIES FROM THE OTHER PRESIDENCIES					4,59,42,109	2,96,37,503	2,79,45,771	1,90,40,000
GRAND TOTAL	<i>Co.'s Rupees</i>				13,67,38,675	14,06,12,404	14,54,29,299	12,85,09,484

PROVINCES, including the newly acquired Territory, for Three Years, according to the late of the same for the succeeding Year.

					1849/50	1850/51	1851/52	Balance 1852/53
PAYMENTS:								
DEBT DISCHARGED:					Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Temporary Loans	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.				
- - - - -	-	2,50,375	-	-				
Bills outstanding	28,91,576	4,49,867	-	10,00,000				
Miscellaneous Deposits	1,82,19,319	2,05,64,876	2,28,90,391	2,02,55,000				
TOTAL DEBT DISCHARGED					2,11,10,895	2,12,24,113	2,28,20,391	2,12,55,000
Advances made by Government repayable, including Taccavee Advances	-	-	-	-	58,90,174	58,91,149	1,22,26,224	2,10,22,000
Supplies to London (Miscellaneous)	-	-	-	-	2,150	-	-	-
SUPPLIES TO THE OTHER PRESIDENCIES:								
BENGAL:								
Treasure	78,85,827	1,13,25,726	32,00,879	68,00,000				
Bills paid	4,49,06,372	4,28,53,502	4,50,85,147	24,08,900				
Stores	2,32,469	71,845	51,454	-				
Interest on India Debt	8,02,248	9,75,416	10,52,337	8,31,000				
Advances and Disbursements on account of Bengal, and Miscellaneous	1,37,70,356	95,21,496	1,23,25,327	5,02,70,300				
	6,75,97,270	6,47,47,985	6,37,15,144	6,03,28,200				
MADRAS:								
Bills paid	5,14,503	10,38,189	4,15,725	5,20,000				
Advances and Disbursements on account of Madras, and Miscellaneous	8,82,501	14,82,492	14,46,706	13,25,500				
	13,97,004	25,20,681	18,62,431	18,45,500				
BOMBAY:								
Treasure	5,000	34,30,030	59,30,634	45,01,000				
Bills paid	7,21,086	2,01,313	94,701	1,77,000				
Advances and Disbursements on account of Bombay, and Miscellaneous	12,62,578	20,80,168	14,18,760	14,41,500				
	19,88,674	56,91,511	74,45,095	61,19,500				
TOTAL SUPPLIES TO THE OTHER PRESIDENCIES					7,05,90,248	7,39,30,177	7,30,22,670	6,83,64,200
TOTAL					9,77,84,147	10,41,55,442	10,58,43,061	11,06,33,500
CASH BALANCES in the several Treasuries on the 30th April					5,99,54,508	3,64,25,030	5,59,77,394	1,73,24,354
GRAND TOTAL					15,77,38,655	14,05,80,472	16,18,20,455	12,79,57,854

No. 5.—AN ACCOUNT of the REVENUES and CHARGES of the MADRAS

	1849/50.	1850/51.	1851/52.	1852/53.
REVENUES:				
	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Stamp Duties	62,612	66,445	81,965	772,067
Post-office Collections	4,03,773	4,02,498	4,18,319	4,15,021
Stamp Duties	4,20,363	4,70,928	4,98,881	4,82,368
Miscellaneous Civil Receipts, including net Gain by Exchange Operations between India and England	-	2,53,951	2,99,533	3,30,420
Judicial Fees and Fines	1,21,714	1,09,710	1,28,870	1,07,968
Land Revenues	3,47,94,373	3,51,59,696	3,61,06,460	3,55,78,112
Akharry and Small Farms and Licences	24,56,139	24,20,661	24,18,406	24,21,574
Moturips	11,55,184	11,49,425	11,92,579	11,84,608
Miscellaneous Receipts in the Revenue Department	2,47,478	2,61,622	2,95,970	2,91,662
Customs	10,27,101	11,07,250	11,56,807	12,07,970
Sale of Tobacco	8,81,065	8,37,929	8,96,775	6,31,621
Sale of Salt	46,45,926	47,76,395	48,84,277	50,42,653
Marine Duties	69,062	76,851	70,658	64,192
Subsidies from Mysore, Travancore and Cochin	34,46,430	34,46,431	34,46,430	34,46,431
Interest on Advances of Revenue, &c. (including Interest on Debt due by the Nizam's Government)	3,28,269	3,14,204	4,86,395	4,55,610
TOTAL GROSS REVENUES - Co.'s Rupees	5,00,59,499	5,08,73,334	5,23,32,325	5,31,80,777
Deduct:	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Allowances and Assignments payable out of the Revenues in accordance with Treaties or other Engagements, including those of the Nizam of the Carnatic, the Rajah of Tanjore, and the Mysore Princes	51,11,753	50,96,784	50,41,914	51,63,686
Sinking Fund for the redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore	2,81,189	2,81,189	2,81,189	2,81,189
Interest and Charges paid on the Bonds issued to the Creditors of the late Rajah of Tanjore	2,11,953	2,30,472	2,14,619	2,12,796
	56,04,954	55,98,415	55,37,722	56,57,671
	4,44,54,545	4,52,74,919	4,67,94,603	4,75,23,106
CHARGES OF COLLECTING THE REVENUES,				
including Cost of SALT and TOBACCO:				
Charges of Collecting the Stamp Duties	50,631	56,472	55,607	53,111
Ditto Land, Akharry and Moturips Revenue	53,17,550	54,17,869	57,38,361	62,88,095
Ditto Customs	2,15,433	2,11,921	2,06,579	2,06,713
Cost and Charges of Tobacco	2,65,523	2,40,752	2,40,604	83,481
Salt - ditto - Salt	8,12,614	6,81,082	6,13,481	7,19,487
	66,61,751	66,08,096	68,54,632	73,50,837
TOTAL NET REVENUES, after Payment of Allowances and Assignments, and Charges of Collection - Co.'s Rupees	3,77,92,794	3,86,66,823	3,99,39,971	4,01,72,269

PRESIDENCY, for Four Years, according to the latest Accounts.

CHARGES:					1849/50.	1850/51.	1851/52.	1852/53.
CIVIL AND POLITICAL:					Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Miscellaneous Charges	-	-	-	-	1,00,433	1,04,568	1,08,325	1,00,730
Post-office Charges	-	-	-	-	4,35,208	4,29,939	4,30,119	4,17,000
Charges of the Civil and Political Establishments, including Contingent Charges	-	-	-	-	34,30,557	31,45,943	30,56,150	41,91,150
Net Loss by Exchange Operations between India and England (with reference to the fixed rate of 2s. per Sicca Rupee), in Excess of the Amount of Miscellaneous Civil Receipts	-	-	-	-	65,499	-	-	-
TOTAL CIVIL AND POLITICAL CHARGES					40,50,168	36,80,450	35,94,594	47,08,880
JUDICIAL AND POLICE.								
Charges of the Queen's Supreme Court, and the other Local Courts within its Jurisdiction, including Law Charges	-	-	-	-	4,06,380	4,61,008	4,68,697	4,83,000
Ditto of the Sadar, Circuit and Zillah Courts	-	-	-	-	21,38,888	21,18,703	20,46,268	20,00,750
Provincial Police	-	-	-	-	8,44,844	8,51,848	8,66,809	8,28,000
TOTAL JUDICIAL AND POLICE CHARGES					33,74,398	34,31,559	33,77,927	34,11,750
Marine Charges	-	-	-	-	1,22,887	1,34,000	1,31,000	1,10,000
Buildings, Roads and other Public Works, exclusive of Repairs	-	-	-	-	1,45,194	1,45,147	1,31,000	1,19,000
Military Charges	-	-	-	-	2,52,17,316	2,62,01,049	2,66,60,099	2,59,98,923
Ditto Buildings	-	-	-	-	26,841	44,327	1,00,220	1,85,800
TOTAL CHARGES, exclusive of INTEREST ON DEBT					3,82,46,057	3,62,46,326	3,67,60,919	3,67,34,157
Interest on Debt	-	-	-	-	5,32,795	5,24,833	5,71,678	6,37,730
TOTAL CHARGES					3,84,76,023	3,67,71,159	3,73,32,597	3,73,71,887
MADRAS SURPLUS					43,18,761	44,91,000	55,30,000	45,98,500
Co.'s Rupees					3,77,92,794	3,62,80,159	3,68,02,597	3,67,73,387

No. 6.—AN ACCOUNT of the CASH TRANSACTIONS of the MADRAS

RECEIPTS:					1849/50.	1850/51.	1851/52.	1852/53.
Cash Balances in the several Treasuries of this Presidency on the 30th April - - -					Co.'s Rs. 2,52,23,960	Co.'s Rs. 2,67,85,071	Co.'s Rs. 2,95,46,572	Co.'s Rs. 3,14,82,547
Surplus of Revenue, as shown in Account No. 5 - - -					43,16,761	44,01,066	53,30,929	48,95,554
DEBT INCURRED:								
Treasury Notes issued - - -	Co.'s Rs. 21,000	Co.'s Rs. 20,000	Co.'s Rs. 28,000	Co.'s Rs. 33,800				
Received on account of Civil, Military and other Service Funds - - -	27,47,996	26,65,696	26,95,724	37,42,938				
Receipts on account of the Bank of Madras, and transactions of the late Government Bank - - -	1,812	9,209	10	2,300				
Miscellaneous Deposits - - -	61,07,970	52,80,164	47,24,873	47,82,196				
Bills outstanding - - -	1,33,753	3,63,569	11,506	9,49,022				
Floating Balance - - -	-	1,72,755	-	-				
Sinking Fund (and Interest thereon) for the redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore - - -	3,79,604	3,90,852	4,02,100	4,13,347				
TOTAL DEBT INCURRED - - -					93,92,135	89,02,645	78,62,213	99,25,303
Advances made by Government repaid, including Tuccavee Advances - - -					13,23,012	7,69,959	52,31,630	14,65,511
SUPPLIES FROM LONDON:								
Bills on the Court for Interest of India Debt - - -	1,46,239	1,44,406	1,30,045	1,41,947				
Bills on the Court for Interest on Claims of the late Rajah of Tanjore - - -	60,356	39,909	37,085	44,345				
Other Bills on the Court - - -	55,106	14,623	65,011	58,965				
Advances in England repaid - - -	22,93,637	14,74,126	18,49,348	15,99,392				
Miscellaneous, including Credits to Her Majesty's Government, and not Loan by Exchange Operations with reference to the fixed rate of 2s. per Sicca Rupee - - -	1,30,726	63,197	1,01,289	96,790				
Copper for Coinage - - -	49,505	59,561	47,917	1,05,565				
TOTAL SUPPLIES FROM LONDON - - -					27,35,569	17,95,812	22,30,695	20,47,004
SUPPLIES FROM THE OTHER PRESIDENCIES:								
BENGAL:								
Bills drawn - - -	20,96,683	8,74,323	20,41,898	12,27,275				
Stores - - -	66,025	34,690	1,11,746	76,417				
Subscriptions received to India Loans - - -	28,98,000	19,01,200	2,47,400	11,46,400				
Advances and Disbursements on account of Madras, and Miscellaneous - - -	37,94,188	39,05,860	36,07,308	50,72,366				
SUPPLIES FROM PRINCE OF WALES' ISLAND; Pay of Madras Troops, and Miscellaneous - - -								
	84,56,896	67,16,000	60,08,352	75,22,458				
	3,49,927	4,05,671	3,36,693	3,49,845				
	92,06,823	71,21,673	63,44,045	78,72,393				
NORTH-WESTERN PROVINCES:								
Bills drawn - - -	2,52,331	10,23,934	1,78,904	5,37,663				
Advances and Disbursements on account of Madras, and Miscellaneous - - -	7,57,497	11,92,218	17,52,665	15,43,567				
	10,09,828	22,16,152	22,31,469	20,81,230				
BOMBAY:								
Bills drawn - - -	80,831	55,526	33,119	45,230				
Stores - - -	1,07,216	60,319	2,19,773	83,822				
Advances and Disbursements on account of Madras, and Miscellaneous - - -	6,15,474	8,07,307	8,41,912	5,47,174				
	8,03,521	9,23,152	10,94,804	6,76,226				
TOTAL SUPPLIES FROM THE OTHER PRESIDENCIES - - -					1,10,20,172	1,02,60,977	96,70,318	1,06,29,759
GRAND TOTAL - - - Co.'s Rupees					5,40,11,609	5,29,15,530	5,98,72,367	6,04,45,678

* Includes the sum of Rupees 42,26,469 in part repayment of Advances made to the Government of His Highness the Nizam.

PRESIDENCY, for Four Years, according to the latest Advices.

P A Y M E N T S :					1849/50.	1850/51.	1851/52.	1852/53.
DEBT DISCHARGED :					Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Promissory Notes - - - -	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.				
88,592 - - - -	88,592	—	—	—				
Treasury Notes - - - -	4,000	6,500	10,000	24,500				
Payments on account, Civil, Military } and other Service Funds - - - }	24,69,911	23,72,611	19,45,226	17,09,212				
Payments on account of the Bank of } Madras, and transactions of the } late Government Bank - - - }	2,259	—	—	—				
Miscellaneous Deposits - - - -	62,22,728	49,26,017	46,98,998	49,87,725				
Bills outstanding - - - -	—	—	1,18,196	—				
Floating Balance - - - -	35,617	—	1,09,507	1,37,062				
TOTAL DEBT DISCHARGED - - -					88,23,107	73,05,128	68,51,926	68,53,499
Advances repayable, including Tuccave Advances - - - -	—	—	—	—	21,69,831	20,13,910	19,31,919	32,38,170
S U P P L I E S TO L O N D O N :								
Bills drawn by the Court discharged -	43,27,735	37,93,439	31,43,515	52,43,541				
Advances made upon security of Goods, } repayable by Bills drawn in favour } of the Court of Directors - - - }	92,731	—	—	—				
Madras Railway Company; Payments } out of Capital under Clause 7 of } their Deed of Contract - - - }	—	—	—	28,528				
Miscellaneous (including net Gain by } Exchange Operations with reference } to the fixed rate of 2s. the Sicca } Rupee) - - - -	1,12,492	3,86,790	3,73,893	428,152				
Supplies to Her Majesty's Government	38,366	1,35,701	34,500	51,785				
TOTAL SUPPLIES TO LONDON - - -					45,71,324	43,15,930	35,51,908	57,52,006
S U P P L I E S TO THE OTHER PRESIDENCIES :								
B E N G A L :								
Treasure - - - -	25,00,000	20,00,000	35,00,000	20,00,000				
Bills paid - - - -	2,27,428	3,26,578	23,21,072	8,03,862				
India Loans discharged - - - -	—	5,000	—	—				
Interest on India Debt - - - -	31,90,257	34,22,262	34,35,060	34,42,573				
Advances and Disbursements on ac- } count of Bengal, and Miscellaneous }	13,65,026	14,48,733	10,72,146	13,19,978				
	72,82,711	72,02,573	1,03,28,278	75,65,913				
SUPPLIES TO PRINCE OF WALES' } ISLAND; Bills drawn, and Mis- } cellaneous - - - -	87,213	77,367	66,343	68,531				
	73,69,924	72,79,940	1,03,94,621	76,34,444				
N O R T H - W E S T E R N P R O V I N C E S :								
Miscellaneous - - - -	271	51,744	42,090	35,008				
B O M B A Y :								
Treasure - - - -	32,40,000	11,06,000	32,92,000	13,20,560				
Bills paid - - - -	7,94,417	9,97,041	29,93,260	14,66,253				
Advances and Disbursements on ac- } count of Bombay, and Miscellaneous }	2,57,664	2,99,365	2,12,086	2,18,532				
	42,92,081	24,02,406	64,97,346	30,05,345				
TOTAL SUPPLIES to the other Presidencies - - -					1,16,62,276	97,34,090	1,69,34,057	1,06,74,797
TOTAL - - -					2,72,26,538	2,33,68,958	2,83,89,810	2,65,13,472
CASH BALANCES IN THE SEVERAL TREASURIES on the 30th April - - -	—	—	—	—	2,67,85,071	2,95,46,572	3,14,82,547	3,39,32,206
GRAND TOTAL - - - Co.'s Rupees					5,40,11,609	5,29,15,530	5,98,72,357	6,04,45,678

No. 7.—AN ACCOUNT of the REVENUES and CHARGES of the BOMBAY ESTIMATE of the same

REVENUES:					1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
					Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Mint Duties - - - - -	-	-	-	-	1,93,084	2,39,179	3,23,719	3,00,150
Post office Collections - - - - -	-	-	-	-	2,42,835	2,49,977	2,56,883	2,56,500
Stamp Duties - - - - -	-	-	-	-	5,94,221	6,11,937	6,10,860	6,14,300
Miscellaneous Civil Receipts, including net Gain by Exchange Operations between India and England - - - - -	-	-	-	-	-	80,397	30,173	20,180
Judicial Fees and Fines - - - - -	-	-	-	-	64,937	79,163	72,634	1,41,900
Land Revenue - - - - -	-	-	-	-	2,30,59,748	2,28,60,746	2,28,06,236	2,31,62,310
Sayer - - - - -	-	-	-	-	9,29,464	9,56,314	9,75,243	10,00,760
Miscellaneous Receipts in the Revenue Department - - - - -	-	-	-	-	38,930	57,797	48,656	-
Receipts of the Province of Scinde - - - - -	-	-	-	-	28,61,019	27,64,007	23,99,138	22,89,870
Ditto - - Sattara State - - - - -	-	-	-	-	-	* 35,17,725	28,86,615	28,94,360
Customs - - - - -	-	-	-	-	29,06,151	30,93,784	30,97,301	29,54,020
Receipts from Salt (Duties) - - - - -	-	-	-	-	23,24,871	23,55,784	24,06,513	23,63,360
Sale of Opium Passes and Opium - - - - -	-	-	-	-	74,00,317	70,47,473	1,13,96,838	1,01,15,800
Marine and Dock Dues - - - - -	-	-	-	-	1,38,212	1,44,440	1,63,325	2,25,510
Subsidy from the Cutch Government - - - - -	-	-	-	-	2,33,687	2,20,185	2,00,453	1,86,950
Interest on Arrears of Revenue, &c. - - - - -	-	-	-	-	41,525	28,795	28,427	25,300
TOTAL GROSS REVENUES - - -					4,10,29,001	4,43,07,708	4,78,02,014	4,65,51,270
Deduct,	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.				
Allowances and Assignments payable out of the Revenues, in accordance with Treaties or other Engagements, including those of the Ex-Paishwa and his Minister -	15,99,763	17,09,683	9,23,216	8,56,600				
Allowances to District and Village Officers and Examdars, including Charitable Grants to Mosques, Pagodas, &c. -	92,37,705	96,40,030	93,10,453	95,85,470				
					1,08,37,469	1,13,49,713	1,02,33,669	1,04,42,070
CHARGES OF COLLECTING THE REVENUES (including Cost of SALT and OPIUM)					3,01,91,532	3,29,57,995	3,75,68,345	3,61,09,200
Charges of collecting the Stamp Duties	30,546	30,426	29,886	30,360				
Ditto - Land and Sayer Revenues -	28,93,109	29,47,807	29,68,495	30,74,050				
Ditto - Customs - - - - -	4,43,164	4,21,960	4,30,495	4,27,340				
Ditto - Opium Receipts - - - - -	1,05,482	1,02,262	1,16,008	1,06,970				
Ditto - Salt Duties - - - - -	1,67,280	1,76,064	1,80,502	1,92,100				
					36,39,581	36,78,519	37,25,386	38,30,820
TOTAL NET REVENUES, after Payment of Allowances and Assignments, and Charges of Collection - - -					2,85,51,951	2,92,79,476	3,38,42,959	3,22,78,380
BOMBAY DEFICIT - - -					54,31,967	36,42,764	-	18,01,613
Co.'s Rupees					3,19,83,938	3,29,22,240	3,38,42,959	3,40,79,993

* Includes Rupees 6,23,815, the Balance of Cash in the Treasuries of the Province of Sattara on the 1st May 1850.

PRESIDENCY, for Three Years, according to the latest Advices, with an
for the succeeding Year.

	1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
CHARGES:	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
CIVIL AND POLITICAL:				
Mint Charges - - - - -	1,62,789	1,79,974	1,74,214	1,73,390
Post-office Charges - - - - -	3,94,843	3,82,051	4,03,533	4,19,610
Charges of the Civil and Political Establishments, including Contingent Charges - -	36,66,229	36,33,121	36,04,866	34,35,365
Net Loss by Exchange Operations between India and England (with reference to the fixed rate of 2 s. per Sicca Rupee) in Excess of the Amount of Miscellaneous Civil Receipts }	61,123	—	—	—
TOTAL CIVIL AND POLITICAL CHARGES - - -	42,84,984	41,95,146	41,82,613	40,28,355
JUDICIAL AND POLICE.				
Charges of the Queen's Supreme Court, and the other Local Courts within its Jurisdiction, including Law Charges - - - - -	5,14,900	5,30,152	5,65,327	6,40,178
Ditto of the Sudder and Zillah Courts - - - - -	19,60,767	19,91,768	20,20,412	20,93,180
TOTAL JUDICIAL AND POLICE CHARGES - - -	24,75,667	25,21,920	25,85,739	27,33,358
Charges of the Province of Scinde; Civil, Military, Revenue, Judicial and Police Charges, including Allowances to Ex-Ameers and others, and Charges on account construction of Buildings, and other Public Works, in Scinde }	56,64,348	42,72,666	44,49,239	45,64,490
Charges of the Sattara State; Civil, Judicial and Revenue Charges, including Political Stipends and Allowances payable out of the Revenues - - - - -	—	28,09,348	30,11,381	29,37,040
Indian Navy and Marine Charges - - - - -	17,17,000	18,30,532	19,44,829	21,00,440
Buildings, Roads and other Public Works, exclusive of Repairs, and of Public Works in Scinde - - - - -	2,84,929	3,34,893	6,52,736	3,74,530
Military Charges (exclusive of the Military Charges in Scinde) }	1,67,69,265	1,61,07,026	1,58,98,461	1,64,26,760
Ditto Buildings (exclusive of Buildings in Scinde) }	79,524	1,16,927	1,43,097	1,40,000
	1,68,48,789	1,62,23,953	1,60,41,558	1,65,66,760
TOTAL CHARGES, exclusive of Interest on Debt - - -	3,12,75,713	3,21,88,458	3,28,68,095	3,33,04,993
Interest on Debt - - - - -	7,08,225	7,33,782	7,51,852	7,75,000
TOTAL CHARGES - - - Co.'s Rupees	3,19,83,938	3,29,22,240	3,36,19,947	3,40,79,993
BOMBAY SURPLUS - - -	—	—	2,23,012	—
TOTAL Co.'s Rupees	3,19,83,938	3,29,22,240	3,38,42,959	3,40,79,993

No. 8.—AN ACCOUNT of the CASH TRANSACTIONS of the BOMBAY PRESIDENCY, succeeding

	1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
RECEIPTS:				
Cash Balances in the several Treasuries of this Presidency on the 30th April - - -	Co.'s Rs. 2,21,58,817	Co.'s Rs. 1,98,86,385	Co.'s Rs. 2,95,97,912	Co.'s Rs. 3,95,94,700
Surplus of Revenue, as shown in Account No. 7 - - -	-	-	2,23,012	-
DEBT INCURRED:				
	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
Treasury Notes issued - - -	14,000	13,500	1,500	50,000
Received on account Civil, Military and other Service Funds - - -	19,46,532	19,14,461	20,44,964	19,64,700
Miscellaneous Deposits - - -	33,97,888	32,99,918	38,56,117	27,06,630
TOTAL DEBT INCURRED - - -	53,58,420	52,27,879	59,02,581	47,21,330
Advances made by Government repaid, including Tuccavee Advances - - -	36,87,923	11,86,436	17,35,509	8,48,210
SUPPLIES FROM LONDON:				
Bills on the Court for Interest of India Debt - - -	1,17,846	1,12,793	98,812	1,09,800
Other Bills on the Court - - -	45,128	53,330	81,648	88,000
Advances in England repaid - - -	14,00,490	12,92,301	13,50,340	13,42,800
Great Indian Peninsular Railway Company; Receipts at Bombay on account of Capital, under clause 6 of their Deed of Contract - - -	1,17,495	5,13,766	4,01,165	1,72,800
Miscellaneous, including Credits to Her Majesty's Government, and net Loss by Exchange Operations with reference to the fixed rate of 2s. per Sicca Rupee - - -	1,32,251	46,622	50,000	2,50,500
Copper for Coinage - - -	-	2,65,366	-	-
TOTAL SUPPLIES FROM LONDON - - -	18,13,210	22,84,183	19,81,965	19,63,900
SUPPLIES FROM THE OTHER PRESIDENCIES:				
BENGAL:				
Treasure - - -	-	10,00,288	-	-
Bills drawn - - -	2,58,230	38,74,726	11,71,092	83,300
Subscriptions received to India Loans -	1,16,11,900	30,81,000	23,100	10,000
Advances and Disbursements on account of Bombay, and Miscellaneous -	17,56,566	7,44,505	5,68,313	6,20,800
	1,36,26,696	87,00,519	17,62,505	7,16,100
NORTH-WESTERN PROVINCES AND PUNJAB:				
Treasure - - -	-	36,22,483	58,21,811	-
Bills drawn - - -	2,53,079	1,73,747	2,00,382	60,100
Advances and Disbursements on account of Bombay, and Miscellaneous -	16,63,370	21,04,560	13,40,949	42,80,500
	19,16,449	59,00,788	73,63,142	43,40,600
MADRAS:				
Treasure, including Bills drawn -	37,11,010	40,68,177	62,78,230	25,00,000
Advances and Disbursements on account of Bombay, and Miscellaneous -	2,37,136	1,58,254	1,53,393	2,73,000
	39,48,146	42,26,431	64,31,623	27,73,000
TOTAL SUPPLIES FROM THE OTHER PRESIDENCIES - - -	1,94,91,291	1,88,27,738	1,55,57,270	78,29,700
GRAND TOTAL - - - Co.'s Rupees	5,25,09,661	4,74,12,621	5,49,98,249	5,49,67,840

for Three Years, according to the latest Advices, with an ESTIMATE of the same for the Year.

					1849/50.	1850/51.	1851/52.	Estimate, 1852/53.
PAYMENTS:					<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>
•Deficit of Revenue, as shown in Account No 7 - - - - -					54,31,987	36,42,764	- - -	18,01,613
DEBT DISCHARGED								
	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>	<i>Co.'s Rs.</i>				
Treasury Notes - - - - -	3,000	7,800	10,000	10,000				
Payments on account Civil, Military } and other Service Funds - - }	15,39,138	16,14,776	16,58,714	16,07,400				
Miscellaneous Deposits - - - - -	31,70,489	27,72,552	31,86,729	23,72,110				
TOTAL DEBT DISCHARGED - - -					47,12,627	43,95,128	48,55,443	39,89,510
Advances repayable, including Tuccavee Advances - - - - -					40,36,652	28,58,617	20,75,949	17,91,480
SUPPLIES TO LONDON								
Bills drawn by the Court discharged -	3,39,825	3,59,816	2,22,094	5,00,000				
Advances made upon the Security of } Goods, repayable by Bills drawn in } favour of the Court of Directors - }	69,03,227	2,45,874	-	-				
Great Indian Peninsular Railway Com- } pany, Payments out of Capital, } under clause 7 of their Deed of } Contract - - - - - }	23,951	1,00,627	5,85,300	3,10,000				
Interest on Capital deposited in the } Indian Treasuries - - - - }	-	-	47,327	54,970				
Miscellaneous, including Debts to Her } Majesty's Government, and net } Gain by Exchange Operations with } reference to the fixed rate of 2 s. } per Sicca Rupee - - - - }	1,25,337	97,290	2,70,158	1,24,060				
TOTAL SUPPLIES TO LONDON - - -					73,92,340	8,03,607	11,24,879	10,39,030
SUPPLIES TO THE OTHER PRESIDENCIES.								
BENGAL								
Treasure - - - - -	6,00,613	6,00,000	-	-				
Bills Paid - - - - -	2,07,999	4,62,031	2,51,657	1,90,050				
Interest on India Debt - - - - -	23,04,032	25,41,146	26,82,423	27,09,800				
Advances and Disbursements on ac- } count of Bengal, and Miscellaneous }	38,48,862	13,70,600	12,88,110	12,82,890				
	69,61,506	49,73,780	42,22,190	41,82,740				
NORTH-WESTERN PROVINCES AND THE PUNJAB.								
Treasure - - - - -	30,01,182	-	20,00,000	-				
Bills paid - - - - -	5,156	9,236	58,547	8,000				
Advances and Disbursements on ac- } count of the North-Western Pro- } vinces, and Miscellaneous - - }	2,31,032	74,194	68,443	10,81,660				
	32,37,370	83,430	21,26,990	10,89,660				
MADRAS:								
Bills paid - - - - -	70,388	63,047	30,247	70,000				
Advances and Disbursements on ac- } count of Madras, and Miscellaneous }	7,80,406	9,94,386	9,67,851	8,71,320				
	8,50,794	10,57,433	9,98,098	9,41,320				
TOTAL SUPPLIES TO THE OTHER PRESIDENCIES - - -					1,10,49,670	61,14,593	73,47,278	62,13,720
TOTAL - - -					3,26,23,276	1,78,14,709	1,54,03,549	1,48,35,353
(CASH BALANCES IN THE SEVERAL TREASURIES on the 30th April - - -					1,98,86,385	2,95,97,912	3,95,94,700	4,01,22,487
GRAND TOTAL - - - Co.'s Rupees					5,25,09,661	4,74,12,621	5,49,98,249	5,49,57,840

No. 9.—A STATEMENT of the CHARGES defrayed in ENGLAND on Account of the INDIAN TERRITORY in the Years comprised in the preceding Accounts.

	1849/50.	1850/51.	1851/52.	1852/53.
	£.	£.	£.	£.
Dividends to Proprietors of East India Stock - - - - -	620,435	636,495	625,059	634,070
Interest on the Home Bond Debt - - - - -	173,723	144,070	121,022	117,509
Invoice Value of Stores consigned to India - - - - -	378,100	364,386	188,168	329,072
Cost of Coals, and various Expenses connected with Steam communication with India, deducting Amount chargeable to Her Majesty's Government - - - - -	{ Excess Receipts 11,957	{ Excess Receipts 5,727	21,451	3,424
Her Majesty's Government, on account of the proportion agreed to be borne by the Company, of the Amount payable under contract between Her Majesty's Government and the Peninsular and Oriental Steam Navigation Company, for an extended communication with India and China - - - - -	70,000	70,000	70,000	70,000
Transport of Troops and Stores, deducting Freight charged in Invoices - - - - -	36,418	19,769	13,883	16,811
Furlough and Retired Pay to Military and Marine Officers, including Off-acknowledgments - - - - -	614,303	641,513	658,253	665,782
Payments on account of Her Majesty's Troops serving in India - - - - -	200,000	200,000	200,000	203,797
Retiring Pay to Her Majesty's Troops (Act 4 Geo. 4, c. 71) - - - - -	{ 75,000 (including an arrear).	45,000	60,000	{ 75,000 (including an arrear).
Charges General, being for the several Home Establishments, and for Civil, Military and Maritime Pensions, Recruiting Charges and Miscellaneous, deducting Charges of Establishments put upon Outward Invoices, and Interest realized on Investment of Cash Balances - - - - -	505,678	526,880	490,214	503,163
Absentee Allowances to Civil Servants of the Indian Establishments - - - - -	32,383	29,896	27,567	26,121
Annuities of the Madras Civil Fund of 1818 - - - - -	15,388	14,691	13,725	13,901
Retired Pay and Pensions of Persons of the late St. Helena Establishment, not chargeable to the Crown - - - - -	5,795	5,533	5,033	5,880
Her Majesty's Mission to the Court of Persia (portion paid by the Company) - - - - -	12,000	12,000	12,000	12,000
Her Majesty's Establishments in China (portion paid by the Company for the years 1847/48 and 1848/49, and arrears of 1843/44 to 1846/47) - - - - -	-	8,781	-	15,558
Expenses incurred on account of Convicts transported from India to Van Diemen's Land; repaid to Her Majesty's Government - - - - -	-	4,999	-	5,401
Board of Ordnance, for Arms and Accoutrements supplied to Her Majesty's Troops embarked for India - - - - -	14,581	-	-	-
£.	2,750,937	2,717,186	2,506,377	2,697,488

No. 10.—GENERAL ABSTRACT VIEW of the REVENUES and CHARGES of INDIA, for the Years comprised in the preceding Accounts, including the Charges disbursed in England.

REVENUES:				1849/50.	1850/51.	1851/52.	1852/53, partly Estimated.
BENGAL - - - - (See Account, No. 1)				Co.'s Rs. 8,86,60,136	Co.'s Rs. 9,31,87,153	Co.'s Rs. 8,28,37,255	Co.'s Rs. 9,08,20,266
NORTH-WESTERN PROVINCES and PUNJAB and TRANS-INDUS TERRITORY:							
NORTH-WESTERN PROVINCES (See Account, No. 3)				Co.'s Rs. 5,16,58,689	Co.'s Rs. 5,06,32,224	Co.'s Rs. 5,16,44,284	Co.'s Rs. 5,12,32,900
PUNJAB & TRANS-INDUS TERRITORY (See Account, No. 3a)				Co.'s Rs. 1,16,11,271	Co.'s Rs. 1,42,33,293	Co.'s Rs. 99,30,684	Co.'s Rs. 1,15,94,400
MADRAS - - - - (See Account, No. 5)				3,77,92,794	3,86,66,323	3,99,39,971	4,01,72,269
BOMBAY - - - - (ditto, No. 7)				2,65,51,951	2,92,79,476	3,38,42,959	3,22,78,380
TOTAL NET REVENUES of INDIA, Company's Rupees				21,62,75,534	21,59,99,269	21,66,45,123	22,60,98,615
At 2 s. per Sicca Rupee - - - £.				20,275,831	20,249,932	20,404,230	21,196,745
RECEIPTS from the Produce of COMMERCIAL ASSETS in INDIA and CHINA:							
BENGAL - - - - (See Account, No. 1)				1,602	6,382	—	—
At 2 s. per Sicca Rupee - - - £.				150	598	—	—
TOTAL NET REVENUES and RECEIPTS in INDIA - - - - £.				20,275,981	20,250,530	20,404,230	21,196,745
CHARGES:				1849/50.	1850/51.	1851/52.	1852/53, partly Estimated.
BENGAL (after deducting Receipts from the Lahore Government, and from the Rajah Golab Sing) (See Account, No. 7)				Co.'s Rs. 10,27,35,64	Co.'s Rs. 9,77,85,692	Co.'s Rs. 9,84,85,904	Co.'s Rs. 10,28,78,143
NORTH-WESTERN PROVINCES and PUNJAB and TRANS-INDUS TERRITORY:							
NORTH-WESTERN PROVINCES (See Account, No. 3)				Co.'s Rs. 94,50,936	Co.'s Rs. 1,10,45,266	Co.'s Rs. 1,09,52,280	Co.'s Rs. 1,17,57,900
PUNJAB & TRANS-INDUS TERRITORY (See Account, No. 3a)				Co.'s Rs. 55,17,690	Co.'s Rs. 65,62,612	Co.'s Rs. 75,76,490	Co.'s Rs. 65,11,700
MADRAS - - - - (See Account, No. 5)				3,34,76,033	3,42,65,757	3,46,09,042	3,52,76,715
BOMBAY - - - - (ditto, No. 7)				3,19,83,938	3,29,22,240	3,36,19,947	3,40,79,993
TOTAL, including WAR CHARGES, Company's Rupees				18,31,54,208	18,25,84,567	18,52,43,603	19,05,04,451
At 2 s. per Sicca Rupee - - - £.				17,170,707	17,117,303	17,366,588	17,859,792
CHARGES consequent upon the Discharge of the 6 per cent. REMITTABLE DEBT:							
BENGAL - - - - (See Account, No. 1)				—	—	—	—
At 2 s. per Sicca Rupee - - - £.				—	175	—	—
TOTAL CHARGES in INDIA - - - £.				17,170,707	17,117,478	17,366,588	17,859,792
CHARGES disbursed in ENGLAND (See Account, No. 9)				2,750,937	2,717,186	2,506,377	2,697,483
TOTAL CHARGES of INDIA - - - £.				19,921,644	19,834,664	19,872,965	20,557,280
Surplus - - - -				354,337	415,866	531,265	639,465
At 2 s. per Sicca Rupee - - - £.				20,275,981	20,250,530	20,404,230	21,196,745

No. II.—A COMBINED ACCOUNT of the CASH TRANSACTIONS OF INDIA, for the Years comprised in the preceding Accounts.

RECEIPTS:	1849/50.	1850/51.	1851/52.	1852/53, partly Estimated.	PAYMENTS:	1849/50.	1850/51.	1851/52.	1852/53, partly Estimated.
	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.		Co.'s Rs.	Co.'s Rs.	Co.'s Rs.	Co.'s Rs.
LOCAL INDIAN SURPLUS	3,31,22,928	3,34,19,217	3,24,01,520	3,55,94,164	DEBTS DISCHARGED	5,73,45,547	5,68,12,665	5,64,69,214	6,34,03,771
DEBT INCURRED	8,61,81,766	6,50,56,038	6,47,51,351	6,84,92,338	ADVANCES RECOVERABLE	1,51,68,169	1,75,54,948	1,88,89,485	2,91,10,931
ADVANCES RECOVERED AND ADJUSTED	1,22,84,021	95,32,228	2,40,93,785	1,46,82,502	SUPPLIES TO LONDON, INCLUDING DEBITS TO HER MAJESTY'S GOVERNMENT	5,21,77,462	3,87,59,993	3,40,62,499	4,18,35,451
SUPPLIES FROM LONDON, INCLUDING CREDITS TO HER MAJESTY'S GOVERNMENT	1,09,34,425	1,06,87,875	1,11,66,493	1,02,45,943	UNADJUSTED BALANCE OF SUPPLIES BETWEEN THE DIFFERENT PRESIDENCIES	39,24,183	11,84,381	58,86,891	—
UNADJUSTED BALANCE OF SUPPLIES BETWEEN THE DIFFERENT PRESIDENCIES	—	—	—	17,64,544	CASH BALANCES IN THE INDIAN TREASURIES ON THE 30TH OF APRIL, CLOSE OF EACH YEAR	12,43,32,338	12,87,15,709	14,58,20,769	14,22,50,102
CASH BALANCES IN THE INDIAN TREASURIES ON THE 30TH OF APRIL, CLOSE OF EACH YEAR	11,04,24,559	12,43,32,338	12,87,15,709	14,58,20,769	Co.'s Rupees	25,29,47,699	24,30,27,696	26,11,28,858	27,66,00,255
Co.'s Rupees	25,29,47,699	24,30,27,696	26,11,28,858	27,66,00,255					

No. 12.—AN ACCOUNT of the PUBLIC DEBTS, bearing Interest, outstanding at the several PRESIDENCIES, in the EAST INDIES, on the 30th April 1852; also, of the Rates and Annual Amount of Interest payable thereon.

	DEBTS.	RATES of INTEREST.	Annual Amount of Interest.
B E N G A L :			
REGISTERED DEBT :			
	<i>Co.'s Rs.</i>		<i>Co.'s Rs.</i>
Loans - - - - -	36,07,235	6 per cent. -	2,16,434
Ditto - - - - -	28,84,02,494	5 per cent. -	1,44,20,125
Ditto - - - - -	15,92,67,490	4 per cent. -	63,70,699
<i>Co.'s Rupees -</i>	45,12,77,219	- - -	2,10,07,258
Loan transferred from Fort Marlborough -	8,972	10 per cent. -	897
Treasury Notes - - - - -	81,47,039	{ average, 5 per cent. - }	4,06,791
Civil and Medical Funds - - - - -	2,17,06,811	6, 5 and 4 per cent.	12,07,155
Miscellaneous Deposits - - - - -	9,00,260	5 and 4 per cent.	36,011
<i>Co.'s Rupees -</i>	48,20,40,301	- - -	2,27,48,082
NORTH-WESTERN PROVINCES : (Including the newly-acquired Territory.)			
Miscellaneous Deposits - - - - -	2,00,000	4 per cent. -	8,000
Temporary Loans - - - - -	37,33,000	5 per cent. -	1,86,650
<i>Co.'s Rupees -</i>	39,33,000	- - -	1,94,650
M A D R A S :			
Loans - - - - -	1,54,000	8 per cent. -	12,320
Ditto - - - - -	80,600	6 per cent. -	4,830
Civil, Military and Medical Funds - - -	74,30,796	6 and 5 per cent.	4,16,051
Miscellaneous Deposits - - - - -	6,78,869	6, 5 and 4 per cent.	29,514
Treasury Notes - - - - -	54,500	4 per cent. -	2,180
Fund for the redemption of the Bonds issued to the Creditors of the late Rajah of Tan- jore - - - - -	30,93,083	4 per cent. -	1,23,723
<i>Co.'s Rupees -</i>	1,14,91,748	- - -	5,88,618
B O M B A Y :			
Civil Annuity and other Funds - - -	58,43,692	6 per cent. -	3,50,621
Civil Provident and Military Funds - -	79,30,161	5 per cent. -	3,96,508
Miscellaneous Deposits - - - - -	8,98,041	4 per cent. -	35,922
Treasury Notes - - - - -	15,000	4 per cent. -	600
<i>Co.'s Rupees -</i>	1,46,86,894	- - -	7,83,651
TOTAL - - - Co.'s Rupees -	51,21,51,943	<i>Co.'s Rupees -</i>	2,43,15,001
At 2s. per Sicca Rupee - - - - £.	48,014,244	- - - £.	2,279,531

(Errors excepted.)

East India House,
2 May 1854. }

JAMES C. MELVILL,
Secretary.

EAST INDIA.

ACCOUNTS

RESPECTING THE

ANNUAL TERRITORIAL REVENUES
AND DISBURSEMENTS

OF

THE EAST INDIA COMPANY,

FOR THREE YEARS,

1849/50-1850/51-1851/52.

(Pursuant to Act 3 & 4 Will. IV., c. 83, s. 116.)

Ordered, by The House of Commons, to be Printed.
16 May 1854.

REVENUES (INDIA).

RETURN to an Order of the Honourable The House of Commons,
dated 23 May 1854;—for,

AN ACCOUNT, “ exhibiting, in Sterling Money, the Gross and NET REVENUES of *India*, distinguishing the several Presidencies, &c., for the Year ended the 30th day of April 1852; showing also the Charges of Collection and other Payments out of those Revenues, the Rates per Cent. for which the Gross Receipts were collected, and the Public Expenditure under its several Heads of Account, both in *India* and in *England*, the Amount of the India Debt and of the Home Bond Debt, with the Interest payable thereon, and the Cash Balances in the Indian and Home Treasuries, on the 30th day of April 1852.”

East India House, }
25 May 1854. }

JAMES C. MELVILL,
Secretary.

(*Sir Charles Wood.*)

Ordered, by The House of Commons, to be Printed,
26 May 1854.

LIST.

No. of Account.		Page.
INCOME OF INDIA.		
1	An Account of the Gross Revenues of India, for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected, converted into Sterling Money at the established rate of Two Shillings per Sicca Rupee - - - - -	4
2	An Account of the Gross Revenues of the Presidency of Bengal, for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected - - - - -	6
3	An Account of the Gross Revenues of the Eastern Settlements (Prince of Wales Island, Singapore and Malacca), for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected - - - - -	8
4	An Account of the Gross Revenues of the District of Coorg for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the Commissioner's Treasury, and the Rate per Cent. for which the Gross Receipts were collected - - - - -	9
5	An Account of the Gross Revenues from Territory ceded by the Burmese, for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rate per Cent. for which the Gross Receipts were collected - - - - -	9
6	An Account of the Gross Revenues of the North Western Provinces, including the newly acquired Territories, for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected - - - - -	10
7	An Account of the Gross Revenues of the Punjaub and Trans-Indus Territory, for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected - - - - -	11
8	An Account of the Gross Revenues of the Presidency of Madras, for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected - - - - -	12
9	An Account of the Gross Revenues of the Presidency of Bombay, for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected - - - - -	13
10 and 11	An Account of the Gross Revenues of Scinde and Sattara, for the Year 1851-52, with the Charges of Collection and other Payments out of those Revenues; the Net Receipts into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected - - - - -	14
INCOME AND EXPENDITURE OF INDIA.		
12	An Account of the Total Income of the Revenue of India, in the Year ended the 30th April 1852, after deducting the Repayments, Allowances and Drawbacks; together with an Account of the Public Expenditure, including the Allowances, Assignments and other Payments made out of the Revenues in accordance with Treaties or other Engagements, but exclusive of Sums applied to the Reduction of Debt - - - - -	15
13	An Account of the Net Public Income of India, in the Year ended the 30th April 1852, (after abating the Expenditure thereout defrayed by the several Revenue Departments, and the Allowances, Assignments and other Payments out of those Revenues, made in accordance with Treaties or other Engagements), and of the actual Issues or Payments within the same period; exclusive of the Sums applied to the Reduction of Debt - - - - -	16
14	Abstract Account of the Balances of Cash in the several Treasuries of India on the 30th April 1851, the Amount of Debt incurred and Debt discharged during the Year 1851-52, the Amount of Advances and Repayments on various Accounts; the Supplies to and from London, and between the several Presidencies, and the Balances in the Indian Treasuries on the 30th April 1852, showing also the Amount of the Cash Balance in England, and the Aggregate of the Cash Balances, both in India and England, at the latter date - - - - -	1

No. of Account.	APPENDICES.	Page.
15	General Abstract Account of the Receipts under the head of Tributes and Subsidies -	18
16	General Abstract of the Charges of Collection, on the Public Income of India for the Year ended the 30th April 1852 - - - - -	18
17	General Abstract of Payments other than Charges of Collection, chargeable against the following Heads of Revenue for the Year ended the 30th April 1852 - - - - -	25
18	General Abstract Account of the Allowances and Assignments paid out of the Revenues in accordance with Treaties or other Engagements in the Year ended the 30th April 1852 - - - - -	27
19	General Abstract Account of the Amount set apart in the Year 1851-52, on account of the Sinking Fund for the redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore, with the Interest and Charges thereon payable out of the Tanjore Revenues - - - - -	31
20	General Abstract Account of the Allowances to District and Village Officers and Enamdars, including Charitable Grants - - - - -	31
21	General Abstract Account of the Charges of the Civil and Political Establishments of India, including Contingent Charges for the Year ended 30th April 1852 - - - - -	32
22	General Abstract Account of the Judicial and Police Charges of India (including Contingent Charges) for the Year ended 30th April 1852 - - - - -	36
23	General Abstract Account of the Amount Expended for Buildings, Roads and other Public Works, exclusive of Repairs and of Military Buildings, for the Year ended the 30th April 1852 - - - - -	38
24	General Abstract Account of the Charges of the Eastern Settlements (Prince of Wales Island, Singapore and Malacca), for the Year ended the 30th April 1852 - - - - -	38
25	General Abstract Account of the Military Charges of India for the Year ended 30th April 1852 (including the Charges defrayed in England) - - - - -	40
26	General Abstract Account of the Marine Charges of India for the Year ended 30th April 1852 (including the Charges defrayed in England) - - - - -	41
27	General Abstract Account of the Mint Charges of India for the Year ended 30th April 1852 - - - - -	42
28	General Abstract Account of the Sums paid and payable for Interest on India Debt in the Year ended the 30th April 1852, showing also the Amount of the Debt at that date - - - - -	43
29	General Abstract of the Receipts and Disbursements of the several Presidencies of India, for the Year ended the 30th April 1852, showing the Local Surplus or Deficit at each Presidency - - - - -	45
30	Account of the Balances of Public Money in the several Treasuries of India on the 30th April 1851, the Amount of Debt incurred and Debt discharged during the Year 1851-52, the Amount of Advances and Repayments on various accounts; the Supplies to and from London and between the several Presidencies, and the Balances in the Indian Treasuries on the 30th April 1852 - - - - -	46
31	General Abstract Account of the Sums paid and payable for interest on the Home Bond Debt for the Year ended the 30th April 1852, showing also the Amount of the Debt at that date - - - - -	48
32	General Abstract Account of the Charges for Transport of Troops and Stores, deducting the Amount of Freight charged in Invoices, in the Year ended the 30th April 1852 - - - - -	48
33	General Abstract Account of the particulars comprised under the head of "Charges General" in the Statement of the Home Expenditure (Nos. 12 and 13), in the Year ended the 30th April 1852 - - - - -	49
34	General Abstract Account of Stores exported to India in the Year ended the 30th April 1852 - - - - -	50

* East India House, }
25 May 1854. }

James C. Melvill,
Secretary.

No. 1.

ACCOUNT of the GROSS REVENUES of *India* for the Year 1851-52, with the CHARGES of COLLECTION Rates per Cent. for which the Gross Receipts were collected, converted into

HEADS OF REVENUE.	1. GROSS RECEIPTS.	2. Repayments: Allowances, Refunds and Drawbacks.	3. Net Receipt within the Year, after deducting Repayments.
ORDINARY REVENUES:	£.	£.	£.
Revenue, including Tributes and Subsidies from Native States, Excise Duties in Calcutta, Sayer and Abkarry Revenues, and Mo- tarpha and small Farms, and Licences at Madras:			
Land Revenue - - - - -	£. 15,025,783		
Tributes and Subsidies (<i>See</i> Account, No. 15) - - -	601,855		
Excise Duties in Calcutta - - - - -	26,826		
Sayer and Abkarry, including the Moturpha and small Farms, and Licences at Madras - - -	1,251,424		
Miscellaneous Receipts in the Revenue Department	95,283		
	17,001,171	18,811	16,982,360
Customs - - - - -	1,661,813	63,681	1,598,132
At:	£.		
Sale of Salt - - - - -	1,301,240		
Duties levied - - - - -	1,326,126		
Produce of Salt Mines in the Punjaub - - -	125,739		
TOTAL RECEIPTS from Salt - - - £.	2,753,105		
Deduct,—			
Customs on Salt imported into Calcutta (included with the Customs Revenue in Indian Statements) - - - - -	£. 658,654		
Produce of Salt Mines in the Punjaub (included with the Sayer in Indian Statements) - - - - -	125,739		
	784,393		
	1,968,712		1,968,712
Opium - - - - -	3,993,542		3,993,542
Tobacco Sales at Madras - - - - -	84,073		84,073
Post-office Collections - - - - -	192,115	1,004	191,111
Stamp Duties - - - - -	472,027	11,568	460,459
Post Receipts - - - - -	121,011	- - -	121,011
Marine and Pilotage Receipt - - - - -	108,103	- - -	108,103
Judicial Fees and Fines - - - - -	153,826	1,646	152,180
Revenues of Prince of Wales Island, Singapore and Malacca (<i>See</i> Ac- count, No. 3) - - - - -	60,686	- - -	60,686
Revenues and Receipts from the District of Coorg (<i>See</i> Account, No. 4)	17,552	- - -	17,552
Sale of Presents - - - - -	15,872	- - -	15,872
Miscellaneous Receipts in the Civil and Political Departments - - -	28,124	- - -	28,124
Interest on Arrears of Revenue, and on other Accounts - - -	58,541	- - -	58,541
TOTAL of Ordinary Revenues - - - £.	25,937,168	96,710	25,840,458
OTHER RESOURCES:			
On account Net Proceeds of Estates administered to by the late Regis- trar of the Supreme Court, section 1 of the Act of the Government of India, No. 5 of 1851 - - - - -	47,773	- - -	47,773
On account Sale Proceeds of Assets of the late Government in the Punjaub - - - - -	14,817	- - -	14,817
	25,999,758	96,710	25,903,048
Gain by Exchange with reference to the fixed rate of 2s. the Sicca Rupee on Remittance Transactions between India and London - - -	189,670	- - -	189,670
TOTAL REVENUE RECEIPTS of all the Presidencies of India - £.	26,189,428	96,710	26,092,718

Note.—The “Charges of Collection” necessarily include Salaries and Expenses of Offices charged with

No. I.

and other Payments out of those Revenues, the NET RECEIPTS into the several Government Treasuries, and the Sterling Money at the established Rate of Two Shillings per Sicca Rupee.

PAYMENTS OUT OF THE INCOME.						60.	11.
4. Charges of Collection, including Cost and Charges of Salt, Opium and Tobacco. See Account, No. 16.	5. Allowances and Assignments payable out of the Revenues in accordance with Treaties or other Engagements. See Account, No. 18.	6. Sinking Fund for the Redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore, and Interest thereon (payable out of the Tanjore Revenues). See Account, No. 19.	7. Allowances to District and Village Officers and Enamdars, including Charitable Grants. See Account, No. 20.	8. Other Payments. See Account, No. 17.	9. Total Payments out of the Income.	Net Receipts into the several Government Treasuries.	Rate per Cent. for which the Gross Receipt was collected.
£.	£.	£.	£.	£.	£.	£.	
1,023,576 189,343	1,278,469	46,482	1,109,120	256,324 1,356	4,313,971 190,699	12,668,389 1,407,433	9.549 11.393
388,054 1,050,498 22,557	-	-	-	-	388,054 1,050,498 22,557	1,580,658 2,943,044 61,616	19.711 26.305 6.954
207,855	-	-	-	6,329	214,184	Excess of Payments, 23,073	
23,178	-	-	-	-	23,178	437,281	4.910
-	-	-	-	-	-	121,011	
-	-	-	-	-	-	108,103	
-	-	-	-	-	-	152,180	
4,035 2,396	5,574 7,920	-	-	-	9,609 16,016	51,077 1,536	13.651
-	-	-	-	-	-	15,872	
-	-	-	-	-	-	28,124	
-	-	-	-	-	-	58,541	
3,511,492	1,291,963	46,482	1,109,120	269,709	6,228,760	19,611,692	
-	-	-	-	31,418	31,418	16,355	
-	-	-	-	5,038	5,038	9,779	
3,511,492	1,291,963	46,482	1,109,120	306,165	6,265,222	19,637,826	
-	-	-	-	-	-	189,670	
3,511,492	1,291,963	46,482	1,109,120	306,165	6,265,222	19,827,496	

Duties of internal Administration, as well as with the collection of the Revenues.

ACCOUNT OF THE GROSS AND NET REVENUES OF INDIA FOR THE YEAR 1852.

No. 2.

CCOUNT of the GROSS REVENUES of the Presidency of *Bengal* for the Year 1851-52, with the CHARGES
Treasuries, and the Rates per Cent. for

				1.	2.	3.
				GROSS RECEIPTS.	Repayments : Allowances, Refunds and Drawbacks.	Net Receipt within the Year, after deducting Repayments.
				£.	£.	£.
ORDINARY REVENUES :						
Revenue, including Tributes and Subsidy from Native States, and Duties in Calcutta, Sayer and Abkarry Revenues :						
and Revenue - - - - - £. 3,327,428						
tributes from the Nizam, Rajpoot and other States (Account, No. 15) - - - - - 123,560						
subsidy from the Nagpore Government (Account, No. 15) - - - - - 75,000						

SHOWING THE PUBLIC EXPENDITURE UNDER ITS SEVERAL HEADS.

No. 2.

of COLLECTION and other Payments out of those Revenues, the NET RECEIPTS into the several which the Gross Receipts were collected.

PAYMENTS OUT OF THE INCOME.				8.	9.
4. Charges of Collection, including Cost and Charges of Salt and Opium.	5. Allowances and Assignments payable out of the Revenues in accordance with Treaties or other Engagements.	6. Other Payments.	7. Total Payments out of the Income.	Net Receipts into the several Government Treasuries.	Rate per Cent. for which the Gross was collected.
£.	£.	£.	£.	£.	
335,756	240,880	34,457	611,043	3,221,130	9.745
46,871	-	-	46,871	1,022,673	4.282
303,574	-	-	303,574	544,452	35.796
1,039,623	-	-	1,039,623	1,885,466	35.542
51,469	-	-	51,469	Excess of Payments, (5,330 190,919 82,978 85,056 100,831	14.882
10,077	-	-	10,077		4.992
-	-	-	-		
-	-	-	-		
-	-	-	-		
4,035	5,574	-	9,609	51,077	
2,396	7,920	5,700	16,016	1,536	13.651
-	-	-	-	14,342	
51,705	-	1,134	52,839	182,588	
-	-	-	-	7,231	
-	-	-	-	21,871	
1,845,506	254,324	41,291	2,141,121	7,406,626	
-	-	31,418	31,418	16,355	
1,845,506	254,324	72,709	2,172,539	7,422,981	
-	-	-	-	161,454	
1,845,506	254,324	72,709	2,172,539	7,584,435	

182,588

AN ACCOUNT of the GROSS REVENUES of the Eastern Settlements for the Year 1851-52, with the CHARGES of COLLECTION and OTHER NET RECEIPTS into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were ...

1.		PAYMENTS OUT OF THE INCOME.			5.	6.
RECEIPTS.		2.	3.	4.	Net Receipts into the several Government Treasuries.	
		Charges of Collection.	Allowances and Assignments payable out of the Revenues.	Total Payments out of the Income.	for which the Gross Receipt was collected.	
£.		£.	£.	£.	£.	
4,898						
5,398						
4,688						
14,964		1,768	2,206	3,974	10,990	
29		105	-	105	Excess of Payments 76	
39		-	-	-	39	
2,077		-	-	-	2,077	
17,100		1,873	2,206	4,079	13,030	
15,630						
11,672						
3,707						
31,009		843	1,791	2,634	28,375	
747		819	-	819	Excess of Payments, 72	
112		-	-	-	112	
2,434		-	-	-	2,434	
34,302		1,662	1,791	3,453	30,849	
2,894						
2,004						
2,894						
835						
8,927		500	1,577	2,077	6,550	
11		-	-	-	11	
637		-	-	-	637	
9,275		500	1,577	2,077	7,198	
60,686		4,035	5,574	9,609	51,077	
54,600		3,111	5,574	8,685	45,915	
787		924	-	924	Excess of Payments, 137	
151		-	-	-	151	
5,148		-	-	-	5,148	
60,686		4,035	5,574	9,609	51,077	
TOTAL, Eastern Settlements						
ABSTRACT ACCOUNT of the REVENUES of the EASTERN SETTLEMENTS:						
Farms, Rents, Licences, Fees, &c.						
Post-office Collections						
Marine Receipts						
Judicial Fees and Fines						
TOTAL, Carried to Accounts, Nos. 1 and 2						

No. 4.

AN ACCOUNT of the GROSS REVENUES of the District of Coorg for the Year 1851-52, with the CHARGES of COLLECTION and other Payments out of those Revenues, the NET RECEIPTS into the Commissioner's Treasury, and the Rate per Cent. for which the Gross Receipts were collected.

	1. GROSS RECEIPTS.	PAYMENTS OUT OF THE INCOME.				6. Net Receipts.	7. Rate per Cent. for which the Gross Receipt was collected.
		2. Charges of Collection.	3. Allowances and Assignments payable out of the Revenue.	4. Other Payments.	5. Total Payments out of the Income.		
HEADS OF REVENUE:	£.	£.	£.	£.	£.	£.	
Land Revenue	12,742						
Abkarry and Rent of Farms	2,138						
Sale of Cardamums and Sandal Wood	2,322						
Fees, Fines and Miscellaneous Receipts	350						
Carried to Accounts, Nos. 1 and 2	17,552	2,396	7,920	5,709	16,016	1,536	13-651

No. 5.

AN ACCOUNT of the GROSS REVENUES from Territory ceded by the *Burmese*, for the Year 1851-52, with the CHARGES of COLLECTION and other Payments out of those Revenues, the NET RECEIPTS into the several Government Treasuries, and the Rate per Cent. for which the Gross Receipts were collected.

	1. GROSS RECEIPTS.	PAYMENTS OUT OF THE INCOME.				6. Net Receipts.	7. Rate per Cent. for which the Gross Receipt was collected.
		2. Charges of Collection.	3. Allowances and Assignments payable out of the Revenue.	4. Other Payments.	5. Total Payments out of the Income.		
HEADS OF REVENUE:	£.	£.	£.	£.	£.	£.	
Land Revenue	210,167						
Sayer and Abkarry	20,299						
Judicial Fees and Fines	230,466	51,705	-	1,134	52,839	177,627	23-484
Stamps	8,919	-	-	-	-	8,919	
	1,042	-	-	-	-	1,042	
Carried to Account, No. 2	235,427	51,705	-	1,134	52,839	182,588	

AN ACCOUNT of the GROSS REVENUES of the North-Western Provinces, including the newly-acquired Territories, for the Year 1851-52, with the CHARGES of COLLECTION and other Payments out of those Revenues, the NET RECEIPTS into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected.

	1.	2.	3.	PAYMENTS OUT OF THE INCOME.				8.	9.
	GROSS RECEIPTS.	Repayments: Allowances, Refunds and Drawbacks.	Net Receipt within the Year, after deducting Repayments.	4.	5.	6.	7.	Net Receipts into the several Government Treasuries.	Rate per Cent. for which the Gross Receipt was collected.
	£.	£.	£.	£.	£.	£.	£.	£.	
ORDINARY REVENUES:									
Land, Sayer and Abkarry Revenues:									
Land Revenue	£. 4,676,813								
Sayer and Abkarry Revenue	306,762								
Miscellaneous Receipts in the Revenue Department	51,718								
	5,035,293	4,514	5,030,779	422,694	425,241	25,597	873,532	4,157,247	8.394
Customs:									
On Goods imported	£. 60,086								
Ditto - exported	65,440								
Transit Duties at Ajmere	6,384								
	131,910	20,811	111,099	81,297			81,297	29,802	61.630
Receipts from Salt (Duties)	441,862		441,862	10,044					
Post-office Collections	64,460	892	63,568	63,049			10,044	431,818	2.273
Stamp Duties	146,529	6,334	140,195	4,449			63,049	519	97.811
Judicial Fees and Fines	21,443	1,537	19,906				4,449	135,746	3.036
Sale of Presents	521		521					19,906	
Interest on Arrears of Revenue, and on other Accounts	3,045		3,045					521	
								3,045	
TOTAL, North-Western Provinces, including the Cis- and Trans-Sutlej States	5,845,063	34,088	5,810,975	581,533	425,241	25,597	1,032,371	4,778,604	
Add, Punjab and Trans-Indus Territory, per separate Statement, No. 7	1,139,514	2,338	1,137,176	147,766	85,213	12,036	245,065	892,111	
TOTAL, North-Western Provinces, including the newly-acquired Territories	6,984,577	36,426	6,948,151	729,299	510,454	37,683	1,277,436	5,670,715	

ACCOUNT OF THE GROSS AND NET REVENUES OF INDIA FOR THE YEAR 1852,

AN ACCOUNT of the GROSS REVENUES of the Presidency of Madras for the Year 1851-52, with the CHARGES of COLLECTION and other Payments out of those Revenues, the NET RECEIPTS into the several Government Treasuries, and the Rates per Cent. for which the Gross Receipts were collected.

PAYMENTS OUT OF THE INCOME.										
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.
GROSS RECEIPTS.	Repayments: Allowances, Refunds and Drawbacks.	Net Receipt within the Year, after deducting Repayments.	Charges of Collection, including Cost and Charges of Salt and Tobacco.	Allowances and Assignments payable out of the Revenues in accordance with Treaties or other Engagements.	Charitable Grants in lieu of Returned Lands, Privileges and Offices, &c.	Sinking Fund for the Redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore, and Interest thereon (payable out of the Tanjore Revenues).	Other Payments.	Total Payments out of the Revenues.	Net Receipts into the several Government Treasuries.	Rate per Cent. for which the Gross Receipt was collected.
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
ORDINARY REVENUES:										
Land Revenue, including Subsidies from Native States, Abkarry and Moturpha Revenues, &c.:										
Land Revenue										
Subsidies from Mysore, Travancore and Cochin (Account, No. 15)										
Abkarry										
Small Farms and Licences										
Moturpha										
Miscellaneous Receipts in the Revenue Department										
27,753	4,175	4,074,960	390,755	389,760	82,920	46,482	147,216	1,067,183	3,017,227	9.580
Customs:										
Land Customs										
Sea										
20,346	1,262	108,451	19,367	-	-	-	-	19,367	89,084	17.652
Sale of Tobacco										
Ditto Salt										
84,073	-	84,073	22,557	-	-	-	-	22,557	61,516	6.944
453,214	-	453,214	57,514	-	-	-	-	57,514	396,700	4.732
39,217	-	39,217	40,324	-	-	-	-	40,324	1,107	
50,786	4,016	46,770	5,213	-	-	-	-	5,213	41,557	
Mint Receipts										
7,684	-	7,684	-	-	-	-	-	-	7,684	
Marine ditto										
6,624	-	6,624	-	-	-	-	-	-	6,624	
Judicial Fees and Fines										
12,082	-	12,082	-	-	-	-	-	-	12,082	
Interest on Arrears of Revenue and on other Accounts										
45,600	-	45,600	-	-	-	-	-	-	45,600	
2,265	-	2,265	-	-	-	-	-	-	2,265	
Miscellaneous Civil Receipts										
4,889,793	9,453	4,890,340	535,730	389,760	82,920	46,482	147,216	1,202,108	3,678,232	10.264
Gain by Exchange with reference to the fixed rate of 2½. the Sicca Rupee on Re-emittance, Transactions between Madras and London										
25,816	-	25,816	-	-	-	-	-	-	25,816	
4,915,609	9,453	4,906,156	535,730	389,760	82,920	46,482	147,216	1,202,108	3,704,049	
TOTAL, Madras Presidency										
- £.										

Including Cost
of Tobacco and
Salt. See Ac-
count, No. 15.
25.830
12.680
6.944
4.732

Excess of payments

AN ACCOUNT of the TOTAL INCOME of the REVENUE of India, in the Year ended the 30th April 1852, after deducting the REPAYMENTS, ALLOWANCES and DRAWBACKS; together with an Account of the PUBLIC EXPENDITURE, including the Allowances, Assignments, and other Payments made out of the Revenues in accordance with Treaties or other Engagements, but exclusive of Sums applied to the Reduction of Debt.

HEADS OF REVENUE AND RECEIPTS.			EXPENDITURE.		
	Net Receipt, as stated in Column 3 of the Account of Income, No. 1.	£.	No. of Account.		£.
ORDINARY:					
Land Revenue, including Tributes and Subsidies from Native States, Excise Duties in Calcutta, Sayer and Akbarry Revenues; and Moturpha and Small Farms, and Licences at Madras				PAYMENTS in the REALISATION of the REVENUE:	
Customs	16,982,360		16	Charges of Collection	£ 3,311,492
Salt (exclusive of Customs on Salt imported into Calcutta, included with the Customs Receipts)	1,598,132		17	Other Payments	306,168
Opium	1,968,712		18	TOTAL Payments in the realisation of the Revenue, including Cost of Salt and Opium	£ 3,617,657
Tobacco Sales at Madras	3,993,542		19	Allowances and Assignments payable out of the Revenues, in accordance with Treaties or other Engagements	1,291,963
Post-office Collections	84,073		20	Sinking Fund for the Redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore, and Interest thereon, payable out of the Tanjore Revenues	45,493
Stamp Duties	191,111			Allowances to District and Village Officers and Enamdars, including Charitable Grants	1,169,120
Mint Receipts	460,459			TOTAL of the direct Claims and Demands upon the Revenues, including Charges of Collection, and Cost of Salt and Opium	£ 6,955,533
Marine and Pilotage Receipts	121,011			CHARGES in INDIA:	
Judicial Fees and Fines	108,103		21	Charges of the Civil and Political Establishments, including Contingent Charges	1,750,727
Revenues of Prince of Wales Island, Singapore and Malacca	152,180		22	Judicial and Police Charges	2,280,895
Revenues and Receipts from the District of Coorg	60,686		23	Buildings, Roads, and other Public Works, exclusive of Repairs, and of Military Buildings	396,554
Sale of Presents	17,552		24	Military Charges	£ 9,450,855
Miscellaneous Receipts in the Civil and Political Departments	15,872		25	Buildings	215,628
Interest on Arrears of Revenue, and on other Accounts	28,124		26	Indian Navy, and other Marine Charges	5,673,483
	55,541		27	Charges of Prince of Wales Island, Singapore, and Malacca (exclusive of Charges of Collection and other Payments out of the Revenues of the Eastern Settlements)	285,764
				Mint Charges	51,636
				Interest on Debt	53,146
			28		£ 14,005,419
					£ 2,154,469
				CHARGES in ENGLAND:	
			29	Dividends to Proprietors of East India Stock	£ 625,959
				Interest on the Home Bond Debt	121,723
				Steam Communication with India, Coals for Dacca, and various Expenses defrayed, deducting the Sum of £ 50,000 chargeable to Her Majesty's Government	21,431
				Her Majesty's Government on account of the proportion agreed to be borne by the Company, of the Amount payable under Contract between Her Majesty's Government and the Peninsular and Oriental Steam Navigation Company, for an extended Communication between India and China	70,000
			30	Transport of Troops and Stores, deducting Freight charged in Invoices	12,583
				Furniture and Retired Pay to Military Officers, including Off- reckonings	631,790
				Ditto - - - to Marine Officers	26,433
				Her Majesty's Paymaster-General, on account of Her Majesty's Troops serving in India	200,000
			31	Charges for Her Majesty's Troops, Act 3 Geo. 4. c. 71	30,000
				Allowances to Civil Servants of the Indian Establishments	4,314
			32	Annuities of the Madras Civil Fund of 1818, borne by the Company	37,773
				Retired Pay and Pensions of Persons of the late St. Helena Establishment not chargeable to the Crown	12,583
				Her Majesty's Mission to the Court of Persia, portion payable by the Company	13,600
			33	Invoice Value of Stores consigned to India	£ 2,118,309
					186,152
			34		£ 25,840,458
				Excess of Income over Expenditure	£ 26,092,718

No. 13.

AN ACCOUNT of the NET PUBLIC INCOME of *India* in the Year ended the 30th of April 1852 (after abating the Expenditure thereout defrayed by the several Revenue Departments, and the Allowances, Assignments and other Payments out of those Revenues, made in accordance with Treaties or other Engagements), and of the actual Issues or PAYMENTS within the same Period, exclusive of the Sums applied to the Reduction of Debt.

HEADS OF REVENUE AND RECEIPTS:		CHARGES IN INDIA:		£.
ORDINARY:		No. of Account.	£.	£.
Land Revenue, including Tributes and Subsidies from Native States, Excise Duties in Calcutta, Sayer and Abkarry Revenues, and Mohkturnpa and small Farms and Licences at Madras	12,668,389	21	Charges of the Civil and Political Establishments, including Contingent Charges	1,759,737
Customs	1,407,433	22	Judicial and Police Charges	2,290,895
Salt (exclusive of Customs on Salt imported into Calcutta, included with the Customs Receipts)	1,680,656	23	Buildings, Roads and other Public Works, exclusive of Repairs and of Military Buildings	398,634
Opium	2,943,044	25	Military Charges	£. 9,489,855
Tobacco Sales at Madras	61,516	26	" Buildings	215,638
Post-office Collections, Excess of Charge 23,073 1/2	—	27	Indian Navy and other Marine Charges	9,675,483
Stamp Duties	437,281	28	Charges of Prince of Wales' Island, Singapore and Malacca	385,764
Mint Receipts	121,011	31	Mint Charges	51,636
Marine and Pilotage Receipts	108,103	—	Interest on Debt	53,246
Judicial Fees and Fines	152,180	—		14,608,415
Revenues of Prince of Wales' Island, Singapore and Malacca	51,077	—		2,184,439
Revenues and Receipts from the District of Coorg	1,536	—	CHARGES IN ENGLAND:	16,769,864
Sale of Presents	15,872	32	Dividends to Proprietors of East India Stock	£.
Miscellaneous Receipts in the Civil and Political Departments	28,124	—	Interest on the Home Bond Debt	625,059
Interest on Arrears of Revenue and on other Accounts	58,541	—	Steam Communication with India, Coals for Depôts, and various Expenses defrayed, deducting the sum of 50,000 L. chargeable to Her Majesty's Government	121,022
Post-office, Excess of Charge	19,634,765	—	Her Majesty's Government, on account of the proportion agreed to be borne by the Company of the amount payable under contract between Her Majesty's Government and the Peninsular and Oriental Steam Navigation Company, for an extended Communication between India and China	21,451
Other Receipts:	23,073	—	Transport of Troops and Stores, deducting Freight charged in Invoices	70,000
On account Net Proceeds of Estates administered to by the late Registrar of the Supreme Court at Calcutta (s. 1 of the Act of the Government of India, No. 5 of 1851)	16,355	—	Furlough and Retired Pay to Military Officers, including Off- reckonings	13,885
On account Sale Proceeds of Assets of the Government in the Punjab	9,779	—	Ditto - ditto to Marine Officers	631,820
Gain by Exchange with reference to the fixed rate of 2 s. per Sicca Rupee on Re- mitance Transactions between India and London	189,670	—	Her Majesty's Paymaster-General, on account of Her Majesty's Troops serving in India	26,433
	£.	—	Retiring Pay to Her Majesty's Troops, Act 4 Geo. 4, c. 71	200,000
	19,827,496	—	Charges General	60,000
		—	Absentee Allowances to Civil Servants of the Indian Establishments	490,214
		—	Annuities of the Madras Civil Fund of 1818, borne by the Company	27,567
		—	Retired Pay and Pensions of Persons of the late St. Helena Establishment not chargeable to the Crown	13,725
		—	Her Majesty's Mission to the Court of Persia, portion payable by the Company	5,033
		—	Invoice Value of Stores consigned to India	12,000
		—		2,518,209
		—	Excess of Income over Expenditure	188,168
		—		2,506,377
		—		19,896,331
		—		531,265
		—		19,827,496

No. 14.

ABSTRACT ACCOUNT of the BALANCES of CASH in the several TREASURIES of India on the 30th April 1851; the Amount of DEBT incurred and DEBT discharged during the Year 1851-52; the Amount of ADVANCES and REPAYMENTS on various accounts; the Supplies to and from London, and between the several Presidencies, and the BALANCES in the Indian Treasuries on the 30th April 1852; showing also the Amount of the Cash Balance in England, and the Aggregate of the Cash Balances both in India and England at the latter Date.

No. of Account.	£.	No. of Account.	£.
30	Aggregate of Balances in the several Indian Treasuries on the 30th April 1851 - - - - -	30	Debt discharged: Subscriptions to 5 per cent. Loan of 30th June 1841, refunded - - - - - £. 1,312
"	Debt incurred: Subscriptions to India Loans: 4 per cent. Loan of 1st February 1843 - £. 53,222 5 per cent. Loan of 30th June 1841 - 187	"	Promissory Notes of 5 per cent. Loan of 1822-23 - 3,500 Treasury Notes - - - - - 168,892
	53,409		173,704
	Treasury Notes issued - - - - - 117,481 Bills outstanding - - - - - 374,348 Civil, Military and other Service Funds - - - - - 187,851 Miscellaneous Deposits - - - - - 152,708 Gwalior Contingent, under Treaty of 13th January 1844 - - - - - £. 108,494 Payments thereout - - - - - 141,833		Supplies to London: Court's Bills discharged, and Miscellaneous Remittances and Payments on account of London - - - - - 3,193,358 Less, Bills drawn on the Court of Directors; Payments in England for Interest on Loan Property, and Receipts in repayment of Advances made in England to Service Funds, &c. - - - - - 1,045,696
"	Sinking Fund (and Interest thereon) for Redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore - - - - - 37,697	"	Excess of Supplies to London - - - - - 2,147,662
"	Advances made by Government, repaid; including Tuccavee Advances: Repayments - - - - - 2,238,791 Advances - - - - - 1,770,889	"	Balance of Supplies between the different Presidencies (on unadjusted Accounts) - - - - - 550,794
29	Local Indian Surplus - - - - -	"	Balances of Cash in the Treasuries in India on the 30th April 1852 - 19,670,697
	£.		£.
	12,067,098		10,542,797

CASH BALANCES in the TREASURIES in India on the 30th April 1852:

Bengal -	£. 3,634,326
North-Western Provinces, &c. -	3,372,880
Madras -	2,951,488
Bombay -	3,712,003
	13,670,697
Balance remaining in the Treasury in England on the same day, per page 4 of the Home Accounts of the East India Company, presented to Parliament, and ordered by the House of Commons to be printed, 16th June 1852 - £. 2,365,849	
Stock in the Public Funds standing in the Company's name, valued at the Market Prices, on the 30th of April 1852 1,007,611	
	3,373,460

Total Cash BALANCES in India and at Home, on 30th April 1852, including Value of Stock in the Public Funds on that day - - - - - £. 17,044,157

No. 15.

GENERAL ABSTRACT ACCOUNT of the RECEIPTS under the HEAD of TRIBUTES
and SUBSIDIES.

<i>Bengal :</i>		£.	£.
Tributes from the under-mentioned States :			
Kotah - - - - -		8,066	
Odeypore - - - - -		15,661	
Boondee - - - - -		2,344	
Mundy - - - - -		9,375	
Doongurpore - - - - -		2,568	
Jeypore - - - - -		37,600	
Joudpore - - - - -		10,856	
Serohee - - - - -		1,248	
Jhalawar - - - - -		18,760	
Banswarra - - - - -		2,567	
Various Petty States - - - - -		3,699	
Nizam's Government, on account of Mahratta Chouté - - - - -		10,026	
		123,560	
Subsidy from the Rajah of Nagpore - - - - -		75,000	198,560
<i>Madras :</i>			
Peishcush and Subsidy :			
Mysore Government - - - - -		229,687	
Travancore ditto - - - - -		74,660	
Cochin - ditto - - - - -		18,750	
			323,103
<i>Bombay :</i>			
Subsidy from the Cutch Government - - - - -		18,792	
Kattywar Tribute - - - - -		59,023	
Various Petty States - - - - -		2,377	
			80,192
		£.	601,855

No. 16.

GENERAL ABSTRACT of the CHARGES of COLLECTION on the PUBLIC INCOME of
India, for the Year ended 30th April 1852.

CHARGES COLLECTION of the Land, Sayer, Abkarry and Moturpha Revenues, in the Year 1851-52.		£.	£.
<i>Bengal :</i>			
Board of Revenue: comprising proportion of Salaries of the Members; Salaries, Establishments and Contingent Charges of the Secretary's Office, Superintendent and Re- membrancer of Legal Affairs, and Commissioner, under Regulation 3 of 1828 - - - - -		£. 20,307	
Local Commissioners: Salaries, Establishments and Contingent Charges - - - - -		28,850	
Collectors of Revenue - - ditto - - ditto - - - - -		233,268	
Establishments for collecting the Sayer, Abkarry and Excise Duties in Calcutta, including Contingent Charges - - - - -		46,963	
Miscellaneous, Law Charges, Charges of Remittance, Charitable Allowances and Service Pensions - - - - -		6,368	
			335,756
<i>Burmese Cessions :</i>			
Local Commissioners: Salaries, Establishments and Contingent Charges - - - - -		£. 4,496	
Collectors - - ditto - - ditto - - - - -		45,879	
Establishment for collecting the Sayer and Abkarry Revenues - - - ditto - - ditto - - - - -		1,211	
Miscellaneous Charges - - - - -		119	
			51,705
TOTAL Bengal, including the Burmese Cessions - - - - - Carried forward - £.			387,461

No. 16.—ABSTRACT of Charges of Collection, &c. for the Year ended 30 April 1862—continued.

			£.	£.
	Brought forward - - -		387,461	
<i>North-Western Provinces, including the Cis- and Trans-Sutlej States, and the Punjaub and Trans-Indus Territory:</i>				
	North-Western Provinces, including Cis- and Trans-Sutlej States.	Punjaub and Trans-Indus Territory.	TOTAL.	
	£.	£.	£.	
Board of Administration in the Punjaub: Proportion of the Salaries of the President, Members and Secretary chargeable to the Revenue Department; Establishment and Contingent Charges - -	-	10,087	10,087	
Charges of the Sudder Board, North Western Provinces: Salaries, Establishments and Contingent Charges - -	18,330	-	18,330	
Commissioners of Revenue - ditto -	21,745	8,997	30,742	
Collectors of Revenue - - -	344,423	81,778	426,201	
Charges: Collection of the Salt Mines in the Punjaub - - -	-	18,590	18,590	
Settlement Charges - - -	28,966	15,311	44,277	
Law Charges, Pensions and Miscellaneous - - -	9,230	2,192	11,422	
£.	422,694	186,955	-	550,640
<i>Madras:</i>				
Board of Revenue: Salaries of the Members and Secretaries of the Board, Secretary's Office Establishment and Contingent Charges - - -	-	-	£. 25,252	
Collectors of Revenue: Salaries and Commission, Establishment and Contingent Charges - - -	-	-	350,350	
Service Pensions, Law Charges and Miscellaneous - - -	-	-	6,144	
				390,755
<i>Bombay:</i>				
Commissioners of Revenue: Salaries, Establishment and Contingent Charges - - -	-	-	£. 12,617	
Collectors of Revenue - - ditto - - ditto - -	-	-	222,911	
Pensions and Charitable Allowances, and Miscellaneous - -	-	-	1,896	
				£. 237,424
<i>Scinde:</i>				
Collectors of Kurrachee, Hyderabad, Shikarpore, and Thur and Parkur: Salaries, Establishments and Contingent Charges - - -	-	-	£. 32,478	
<i>Sattarah:</i>				
Charges collecting Revenues: Establishment and Contingent Charges - - -	-	-	£. 15,809	
				286,711
TOTAL CHARGES, Collection of the Land, Sayer, Abkarry and Moturpha Revenues - - -				1,623,576
CHARGES collecting the CUSTOMS:				
<i>Bengal:</i>				
Proportion of Salaries of the Members of the Board of Customs, Salt and Opium, chargeable to the Customs Department -	-	-	£. 1,784	
Ditto - - ditto - - of the Secretary's Office, Establishment and Contingent Charges - - -	-	-	4,302	
Collectors of Customs: Salaries, Establishment, Contingent Charges and Service Pensions - - -	-	-	43,564	
				£. 49,650
Godown Rent received - - -	-	-	2,779	
				48,871
Carried forward - - -	-	-	£.	40,871
				1,623,576

No. 16.—ABSTRACT of Charges of Collection, &c. for the Year ended 30 April 1852—continued.

	£.	£.
Brought forward - - -	46,871	1,623,576
CHARGES collecting the Customs—continued.		
<i>North-Western Provinces :</i>		
Salaries of Commissioner and Collectors - - - -	£. 5,721	
Ditto of Uncovenanted Deputy Collectors : Establishments and Contingent Charges - - - -	61,273	
Service Pensions and Law Charges - - - -	453	
Sutledge Preventive Line: Establishment and Contingent Charges - - - -	15,455	
	£. 82,902	
Fees, Fines, Confiscations, &c. operating in reduction of the Charge of Collection - - - -	1,005	
	81,207	
<i>Madras :</i>		
Collector of Sea Customs at the Presidency :		
Salaries, Establishment and Contingent Charges - - -	£. 10,502	
Establishments of various Collectorates chargeable to the Customs Department - - - -	8,865	
	19,367	
<i>Bombay :</i>		
Salaries of the Collector and Deputy Collector of the Presidency, Establishment and Contingencies - - -	£. 22,300	
Ditto - - ditto - - at Guzerat and Contoan - - -	19,829	
Toll and Ferry Charges - - - -	142	
	£. 42,271	
Fees, Fines, Warehouse Rent, &c. operating in reduction of the Charges of Collection - - - -	3,269	
	£. 39,002	
<i>Scinde :</i>		
Charges Collection at Kurrachee and Hydrabad - - -	2,490	
<i>Sattarah :</i>		
Charges Collection at Sattarah - - - -	316	
	41,808	
TOTAL Charges Collection of the Customs - - -	- - -	189,343
SALT: CHARGES Collection, including Cost of Salt :		
<i>Bengal :</i>		
Proportion of Salaries of the Members of the Board of Customs, Salt and Opium chargeable to the Salt Revenue -	£. 1,784	
Ditto - - ditto - - of the Secretary, Deputy Secretary and Head Assistant, including Establishment and Contingent Charges of the Secretary's Office -	4,452	
Superintendents of the Golahs at Sulkea: Salaries, Establishments and Contingent Charges - - -	6,969	
Salary of the Commissioner at Cuttack - - -	1,094	
Salt Agents: Salaries, Establishments and Contingent Charges -	91,616	
Superintendent of Salt Chokies - - ditto - - ditto -	27,895	
Law Charges and Service Pensions - - - -	1,184	
	£. 134,994	
Advances to Manufacturers of Bengal and Cuttack :		
Salt - - - - -	£. 191,240	
Purchase of Salt - - - - -	6,583	
Convention with the French Government:		
Annual Compensation to that Government in lieu of Salt formerly supplied them -	39,540	
	177,372	
	£. 312,366	
Fees, Fines, Rent, Sale of confiscated Salt, Duty charged on Salt manufactured at European Works, and Miscellaneous Receipts, operating in reduction of the Charges of Collection -	8,702	
	303,574	
Carried forward - - - £.	303,574	1,812,919

No. 16.—ABSTRACT of Charges of Collection, &c. for the Year ended 30 April 1852—continued.

	£.	£.
Brought forward - - -	303,574	1,812,910
SALT: Charges Collection, including Cost of Salt—continued.		
<i>North-Western Provinces:</i>		
Charges for collecting special Salt Duty: Salary of Uncovenanted Deputy Collector at Allahabad - - -	£. 675	
Establishments at Allahabad and Mirzapore - - -	9,224	
Contingent Charges - - -	145	
	10,044	
<i>Madras:</i>		
Establishments and Contingent Charges at the various Revenue Collectorates chargeable upon the Sales of Salt - -	£. 21,446	
Payments to Manufacturers, &c. - - -	£. 24,014	
Purchase of Salt - - -	12,054	
	36,068	
	57,514	
<i>Bombay:</i>		
Salaries to Collector and Assistant, Establishment and Contingencies chargeable upon the Duties levied on Salt -	£. 17,183	
Sale of smuggled Salt, and Miscellaneous Receipts operating in reduction of the Charges of the Salt Revenue - -	261	
	16,922	
TOTAL Cost and Charges Collection of the Salt Revenue -		388,054
OPIMUM: CHARGES Collection, including Cost of Opium:		
<i>Bengal:</i>		
Proportion of Salaries of the Members of the Board of Customs, Salt and Opium, chargeable to the Opium Department - - -	£. 3,568	
Ditto - - ditto - - of the Secretary, Deputy Secretary and Head Assistant, including Establishment and Contingent Charges of the Secretary's Office -	3,962	
Agents for the Provision of Opium; Salaries, Establishment and Contingent Charges:		
In Behar - - -	£. 60,771	
In Benares - - -	53,946	
	123,717	
Service Pensions and Miscellaneous Charges - - -	798	
	132,045	
Advances to Manufacturers:		
Behar - - -	£. 650,574	
Benares - - -	258,726	
	909,300	
	1,041,345	
Sale of old Materials, Fines, and Miscellaneous Receipts, operating in reduction of the Charges of Collection - -	1,722	
	1,039,623	
<i>Bombay:</i>		
Salary to the Opium Agent, Deputy Opium Agent, Establishment and Contingencies:		
At the Presidency - - -	£. 2,603	
Indore - - -	1,665	
Purchase of Opium - - -	6,775	
	11,043	
Sale of confiscated Opium and unserviceable Articles, and Miscellaneous Receipts, operating in reduction of the Charges of Collection - -	168	
	10,875	
TOTAL Cost and Charges of Collection of Opium Revenue - - -		1,050,498
Carried forward - £.		3,251,471

No. 16.—ABSTRACT of Charges of Collection, &c. for the Year ended 30 April 1852—continued.

	£.	£.
Brought forward - -	- -	3,251,471
TOBACCO:		
<i>Madras:</i>	£.	
Establishment and Contingent Charges at the Revenue Collectorates of Coimbatore, Malabar and Canara, chargeable to the Tobacco Revenue - - - - -	5,838	
Purchase of Tobacco - - - - -	16,719	
TOTAL Cost and Charges of Collection of Tobacco Revenue -	- -	22,557
POST OFFICE. CHARGES of Collection:		
<i>Bengal:</i>		
At the Presidency: Salaries of the Postmaster-general, Deputy Postmaster, Establishments of the General and Subordinate Post Offices, and Contingent Charges - -	£. 14,169	
In the Provinces: Salaries, Establishment and Contingent Charges:		
Grand Routes - - - - -	£. 11,511	
Cross Dawks - - - - -	17,965	
Military and Political Dawks - - - - -	7,945	
	37,421	
Service Pensions - - - - -	625	
	52,215	
Fines and Penalties, Fees on Registered Letters, and Miscellaneous Receipts, operating in reduction of the Charges of Collection - - - - -	746	
	51,460	
<i>North-Western Provinces, including Punjaub:</i>		
<i>North-Western Provinces:</i>		
Salary of the Postmaster, Office Establishment and Contingent Charges - - - - -	4,563	
Charges incurred by the Government of Bombay for conveying the Overland Mails - - - - -	1,215	
Salaries and Establishments of the various District Post Offices - - - - -	33,813	
Mail Cart Charges, including Contracts - - - - -	19,658	
Mofussil Contingencies and Miscellaneous - - - - -	6,674	
	65,923	
Profit on Passenger Traffic, operating in Reduction of the Charges of the Post Office Department.		
Bullock Trains and Van and Palkee Carriage Department:		
Receipts - - - - -	£. 27,013	
Charges - - - - -	24,130	
	2,874	
	63,049	
<i>Punjaub:</i>		
Salaries and Establishments of the Post Office Department - - - - -	£. 7,885	
Mail Cart Charges, including Contracts - - - - -	1,965	
Contingencies - - - - -	676	
	10,526	
Profit on Passenger Traffic, operating in Reduction of the Charge of the Post Office Department.		
Bullock Trains:		
Receipts - - - - -	£. 260	
Charges - - - - -	147	
	113	
	10,413	
	73,462	
Carried forward - - - £.	124,981	3,274,028

No. 16.—ABSTRACT of Charges of Collection, &c. for the Year ended 30 April 1859—continued.

	£.	£.
Brought forward - - -	124,931	3,274,028
POST OFFICE: Charges of Collection—continued.		
Madras :		
Salary to Postmaster-General and his Deputy, Establishment and Contingent Charges at the Presidency - - -	7,571	
Cross Tappauls under the management of the Postmaster - - -	32,293	
Miscellaneous Charges - - - - -	460	
	40,324	
Bombay (including Scinde):		
Bombay :		
Salary of the Postmaster-General and his Deputy, &c., Establishment and Contingent Charges - - - - -	3,840	
Establishments - - - - -	15,239	
Contingencies - - - - -	4,604	
Mounted Dawk - - - - -	14,148	
	37,831	
Scinde :		
Establishment and Contingencies - - - - -	4,769	
	42,600	
TOTAL Charges of Collection of the Post Office Revenue - - -	-	207,855
STAMPS: Charges of Collection:		
Bengal :		
Salary of the Superintendent of Stamps, Establishment of the Stamp Office at the Presidency, and Contingent Charges - - -	4,403	
Deduct,—Proportion chargeable to the North-Western Provinces and the Punjab - - - - -	1,867	
	2,536	
Collector of Calcutta Stamps, Salary, Establishment, and Contingent Charges - - - - -	1,929	
Establishments under the Collectors in the Provinces, including Contingent Charges - - - - -	7,559	
	12,024	
Fines and Forfeitures, and Miscellaneous Receipts, operating in Reduction of the Charges of Collection - - -	1,947	
	10,077	
North-Western Provinces :		
Establishment under Revenue Collectors - - - - -	973	
Commission to Vendors - - - - -	1,641	
Proportion of the Establishment at the Presidency chargeable to the North-Western Provinces - - - - -	1,719	
Miscellaneous and Contingent Charges - - - - -	1,163	
	5,496	
Fines and Penalties, operating in Reduction of the Charge of Collection - - - - -	1,047	
	4,449	
Punjab :		
Commission to Vendors - - - - -	£. 187	
Proportion of the Establishment at the Presidency chargeable to the Punjab - - - - -	148	
Contingent Charges - - - - -	63	
	398	
	4,847	
Carried forward - - - £.	14,924	3,481,883

24 ACCOUNT OF THE GROSS AND NET REVENUES OF INDIA FOR THE YEAR 1852,

No. 16.—ABSTRACT of Charges of Collection, &c. for the Year ended 30 April 1852—continued.

	£.	£.
Brought forward - - -	14,024	3,481,883
STAMPS: Charges of Collection—continued.		
<i>Madras:</i>		
Commission of the Superintendent - - - - -	2,061	
Establishment and Contingent Charges - - - - -	3,152	
	5,213	
<i>Bombay:</i>		
Establishment and Contingent Charges:		
At Bombay - - - - -	2,802	
At Sattarah - - - - -	289	
	3,041	
TOTAL Charges of Collection of the Stamp Duties -	-	23,178
<i>Eastern Settlements: Charges of Collection of Revenues:</i>		
<i>Prince of Wales Island:</i>		
Collector's and Surveyor's Establishment at Penang and Province Wellesley - - - - -	1,361	
Rent of Market-place, and various Contingent Charges -	407	
	1,768	
Post Office: Salary of Postmaster and Establishment - -	105	
	1,873	
<i>Singapore:</i>		
Surveyor's Establishment and Establishment of the Land Office: Contingencies and Repairs - - - - -	843	
Post Office: Establishment and Expenses - - - - -	819	
	1,662	
<i>Malacca:</i>		
Land Office Establishment: Contingencies and Repairs - - -	500	
TOTAL Charges of Collection of the Revenues of the Eastern Settlements - - - - -	-	4,035
<i>District of Coorg:</i>		
Establishments and Contingent Charges at various Talooks - - -	-	2,396
TOTAL Charges of Collection of the Revenues, including Cost of Salt, Opium and Tobacco - - - - -	£.	3,511,492

No. 17.

GENERAL ABSTRACT of PAYMENTS other than CHARGES of COLLECTION, chargeable against the following HEADS of REVENUE, for the Year ended 30th April 1852.

LAND, SAYER, ASKARREE, &c. REVENUES :		£.	£.
<i>Bengal :</i>			
Revenue Surveys - - - - -	£. 37,158		
Arrears of Pay of Armed Force of the late Rajah of Sumbul-pore - - - - -	603		
Cost of Books, Maps, &c. - - - - -	287		
Advances written off as irrecoverable - - - - -	2,243		
Compensation for loss of Settlements - - - - -	168		
	£. 40,459		
Received from Rajah of Burdwan on account of Embankments - - - - -	£. 5,374		
Sale of Lands, Trees, &c. - - - - -	628		
	6,002		
	£. 34,467		
<i>Burmese Cessions :</i>			
Revenue Surveys - - - - -	1,184		
		35,501	
<i>North-Western Provinces (including the Punjab) :</i>			
Revenue Surveys - - - - -	£. 11,474		
Compensation to Public Servants for abandoning agricultural operations in the Doon - - - - -	10,270		
Cotton lost by fire in a boat - - - - -	982		
Superintendent of Embankment - - - - -	1,553		
Endowed Public Gardens - - - - -	1,090		
Miscellaneous - - - - -	228		
	£. 25,597		
<i>Punjab :</i>			
Revenue Surveys - - - - -	£. 6,746		
Refunds of Duty and Arrears of the late Customs Establishment - - - - -	802		
(Customs abolished from 1st January 1850) - - - - -	7,048		
		32,645	
<i>Madras :</i>			
Repairs of Tanks - - - - -	£. 116,469		
Proportion of Civil Engineer's Charges, chargeable to the Revenue Department - - - - -	21,424		
Sundry Charges for Batta, &c., incurred in the Military, on account of the Revenue Department - - - - -	2,687		
Purchase of Land - - - - -	4,996		
Allowance for inquiring into and reporting on the Culture of Cotton, Tobacco, &c. - - - - -	985		
Miscellaneous - - - - -	705		
		147,216	
			215,452
Carried forward - - - - -		£.	215,452

No. 17.—ABSTRACT of Payments, &c., for the Year ended 30 April 1852—continued.

		£.
	Brought forward - - -	215,452
<i>Bombay:</i>		
Revenue Surveys - - - - -	£. 31,964	
Charges of Commission for Claims on Transit and Town Duties, and of the Committee for investigating Claims to Enams - - - - -	8,774	
Miscellaneous - - - - -	134	
	40,872	40,872
<i>CUSTOMS:</i>		
<i>Bombay:</i>		
Amount paid to the late Farmer of the Tobacco Revenue, indemnification allowed him on account of the loss sustained consequent on the operation of Act No. 24 of 1850 - - - - -	- -	1,366
<i>POST OFFICE:</i>		
<i>Bombay (Scinde):</i>		
Charges on account of the Scinde Steam Communication - - -	- -	6,329
<i>Bengal (District of Coorg):</i>		
Salary of the Commissioner in Coorg - - - - -	1,001	
Establishment and Contingent Charges - - - - -	4,630	5,700
<i>Registrar of Supreme Court:</i>		
Payments to Claimants out of the net proceeds of Estates administered to by the late Registrar of the Supreme Court - - - - -	- -	31,418
<i>North-Western Provinces (including the Punjaub):</i>		
<i>Punjaub:</i>		
Arrears of Establishment of the late Lahore Government - - -	- -	5,038
	£.	306,165

No. 18.

GENERAL ABSTRACT ACCOUNT of the ALLOWANCES and ASSIGNMENTS paid out of the REVENUES in accordance with Treaties or other Engagements, in the Year ended the 30th of April 1852.

<i>Bengal:</i>		£.	£.
STIPENDS and ALLOWANCES of the Nizamut:			
His Highness the Newaub Nazim's Personal Allowance	- £. 68,677		
Her Highness Ameroon Nissa Begum	- - - - 9,358		
Her Highness Newab Muneer Begum	- - - - 14,108		
Newab Nujeeboon Nissa Begum	- - - - 7,252		
Rajmahal Family	- - - - 5,085		
Syed Uzeem Ally Khan, Son of Syed Assudoolah Khan, deceased	- - - - 3,960		
Russoo Nissa Begum (Widow of Humayoon Jah)	- - - - 5,040		
Syed Sufdar Ally	- - - - 2,497		
Allowances to various Chiefs, their Families and Dependents, exceeding Rs. 5,000, and not exceeding Rs. 20,000 per annum, each	- - - - 26,468		
Ditto - - ditto - - not exceeding Rs. 5,000 per annum, each	- - - - 17,141		
		159,586	
"PENSIONS and CHARITABLE ALLOWANCES"			
Rajah Bhoop Sing (Grandson of Rajah Kulyan Sing)	- 2,890		
Aga Mahomed Ishmail Khan (Son of Hajee Khalil Khan)	- 3,000		
Shazada Timoor	- - - - 2,625		
Mahomed Bhouril Khan (Newab of Bhowalporo)	- - 25,782		
Pensions exceeding Rs. 5,000, and not exceeding Rs. 20,000 per annum, each	- - - - 16,043		
Ditto - - ditto - - not exceeding Rs. 5,000 per annum, each	- - - - 25,040		
		74,880	
COMPENSATION for Sayer abolished:			
Compensations exceeding Rs. 5,000 per annum	- - - 2,820		
Ditto - - not exceeding Rs. 5,000 per annum	- - - 3,544		
		6,364	
		240,830	
<i>District of Coorg:</i>			
Rajah of Coorg and his Family	- - - - - 7,920		
EASTERN SETTLEMENTS:			
<i>Prince of Wales Island:</i>			
Stipend of the Rajah of Quedah	- - - - £. 2,105		
Allowance to the Family of the late Burdarah of Quedah	- - - - 101		
		2,206	
<i>Singapore:</i>			
Family of His Highness Tamongong	- - - - 884		
Other Political Pensions	- - - - 907		
		1,791	
<i>Malacca:</i>			
Annuities chargeable on Lands	- - - - 1,577		
		5,574	
TOTAL Bengal, including Eastern Settlements			
Carried forward		- - £.	254,824

No. 18.—ABSTRACT of Allowances, &c., for the Year ended 30 April 1852—continued.

		£.
	Brought forward - - -	254,324
PENSIONS and CHARITABLE ALLOWANCES—continued.		£.
<i>North-Western Provinces :</i>		
Members of the Royal Family residing at Delhi :		
Stipend of His Majesty the King of Delhi - - -	£. 89,100	
Allowance to His Majesty in lieu of Land - - -	3,875	
Ditto - - ditto - - being part of the Stipend of the		
Heir Apparent - - -	2,260	
Ditto - - in lieu of Nuzzuranah, prohibited - -	781	
	95,506	
Members of the Royal Family - - - - -	12,142	
	107,648	
Members of the Royal Family residing at Furruckabad -	366	
Ditto - - ditto - - at Benares - - - - -	18,164	
	126,178	
His Highness Maha Rajah Benaik Rao - - - -	65,625	
Alley Bahadoor, Son of the late Zoolficar Alley Khan Bahadoor - - - - -	37,500	
Ishreepersaud Naim Sing, Rajah of Benares - - -	9,375	
Tujomool Hossein Khan Newaub, Raes of Furruckabad -	18,946	
Descendants of the late Rajah Anoop Geer Hinmut - -	2,869	
Heirs of the late Khoonwar Kanchun Geer, Minister of the above Anoop Geer - - - - -	1,997	
Bulwunt Sing, Son of Chet Sing, the deposed Rajah of Benares - - - - -	2,250	
Hyder Alley Khan - - - - -	3,544	
Moha Rajah Hurree Rao Hoolkar, being the Net Collections of Bheema Baia, Pergunah Kooch, Zillah Humeerpore -	16,125	
Her Highness Baiza Bai, in lieu of Pergunnah Shergurh and Koossea of Muttra District - - - - -	18,750	
Wuzeer Mahomed Khan, Newab of Touk, in lieu of Pergunnah Puboal, in the Delhi Territory - - - -	14,062	
Descendants of the late Hafiz Ruhmut Khan, Rohilla Chief	6,158	
Sons of the late Benaik Rao, chief Minister of the former Government of Saugor - - - - -	2,375	
Ex-Rajah of Jeitpore, and to his Widow - - - -	2,375	
Allowances to Families of Rs. 5,000, and not exceeding Rs. 20,000 per annum, each - - - - -	13,925	
Ditto - - ditto - - under Rs. 5,000 per annum, each - - - - -	14,668	
Pensions under Rs. 5,000 per annum, granted on the resumption of Maafee Tenures - - - - -	12,800	
	370,536	
<i>Cis- and Trans-Sutley Territory :</i>		
Pensions in perpetuity, in lieu of Territory ceded by Maharajah Golaub Sing to the British Government - -	2,475	
Pensions granted on the escheat of the Kythul State - -	1,875	
Pension to Tara Sing Shajada - - - - -	562	
Pensions under Rs. 5,000 per annum, granted on the resumption of Maafee Tenures - - - - -	6,057	
Other Pensions under Rs. 5,000 per annum - - - -	6,886	
	17,805	
Carried forward - - - £.	388,342	254,324

No. 18.—ABSTRACT of Allowances, &c., for the Year ended 30 April 1852—continued.

	Brought forward - - -	£. 388,342	£. -	£. 254,324
PENSIONS, &c.—continued.				
<i>North-Western Provinces:</i>				
For Services rendered under the former Governments of Jaloun and Jeitpore -	£. 4,869			
Pensions in lieu of a Jagheer, on resumption of Pergunnah Pulbul; for Services rendered to former Governments of Jeitpore and other States; and for important Services, &c. -	9,378			
"Charitable Allowances," under Rs. 5,000 per annum each - - -	2,199	17,446		
<i>Cis- and Trans-Sutlej Territory:</i>				
Jasmunt Sing, Ex-Rajah of Noorpoor, and his mother - - -	£. 656			
Bhopes Sing, Ex-Sirdar of Rooper -	1,899			
Family of the Ex-Raja of Ludwah -	1,802			
"Charitable Allowances," under Rs. 5,000 each - - -	1,620	5,977		
			23,428	
SAYER COMPENSATION, &c.:				
<i>North-Western Provinces:</i>				
Allowances to Rajahs, proprietors of villages, in lieu of Abkarree, Sayer, Customs and Transit Duties abolished - - -	£. 8,246			
<i>Cis- and Trans-Sutlej State:</i>				
Allowances to Rajahs, proprietors of villages, in lieu of Abkarree, Sayer, Customs and Transit Duties abolished - - -	5,230	13,476		
			426,241	
<i>Punjaub and Trans-Indus Territory:</i>				
Stipend of his Highness the Maharajah Dulleep Sing - - -	11,250			
Stipend of Ranees of deceased Maharajah, including allowances to their dependents and adherents - - -	32,019			
Newab Sarfarez Khan, of Mooltan, and relatives -	2,892			
Sirdar Mungul Sing, a principal Jagheerdar, on resumption of his rent-free tenures (22 months' allowance) - - -	2,062			
Family of Ahmed Shah Dooranee - - -	1,137			
Pensions in lieu of Territory ceded by Maharajah Golab Sing to the British Government - - -	602			
Pensions under Rs. 5,000 per annum, granted on resumption of Maaffee Tenures - - -	4,128			
Other Pensions under Rs. 5,000 per annum - - -	22,218	76,808		
PENSIONS AND CHARITABLE ALLOWANCES:				
Pensions granted to several individuals for important Services in the Punjaub and Trans-Indus Territory - - -	£. 2,096			
Ditto - - for support of Shrines and other religious purposes, &c. - - -	494			
"Charitable Allowances" under Rs. 5,000 per annum - - -	6,265	8,854		
Sayer Compensation - - -		51		
			65,318	
				510,454
Carried forward - - -				£. 764,778

No. 18.—ABSTRACT of Allowances, &c., for the Year ended 30 April 1852—continued.

	Brought forward - - -		
<i>Madras:</i>		£.	
<i>Carnatic:</i>			
Payment to his Highness the Nawaub of the Carnatic, on account of his one-fifth share of the Revenues -	£. 100,092		
Pensions to the Families and Dependents of the late Nawaubs, &c. -	34,095		
		184,187	
<i>Tanjore:</i>			
Payment to his Highness the Rajah of Tanjore, on account of his annual Allowance and Share of the Tanjore Revenues -	98,952		
Allowances to the Family of the late Rajah Amear Singh -	4,691		
		98,643	
<i>Masulipatam:</i>			
Stipends to the Nawaab of Masulipatam and Family -		5,237	
<i>Ceded Districts:</i>			
Appropriated by the Treaty of Mysore for the maintenance of the Families of Hyder Ally Khan and Tippoo Sultan -		65,625	
COMPENSATION, PENSIONS AND CHARITABLE ALLOWANCES:			
Compensation in lieu of Resumed Lands, Offices and Privileges -	£. 54,517		
Pensions and Charitable Allowances -	7,535		
		62,052	
Malikana, or share of the Revenue of Malabar enjoyed by Native Princes -		24,016	
			389,760
<i>Bombay:</i>			
Pensions to the Family of the Nawaub of Bednore -	£. 1,688		
The late Paishwa, his Ministers, &c. -	7,981		
Family and Dependents of the late Nawaub of Surat -	9,356		
Jyajeerao Sinday (Collectorate of Ahmednugger) -	15,985		
Bulvuntrao Mahdowrow Rastia (ditto) -	2,175		
Ragoonath Rao Vittul Vinchoorka (ditto) -	4,544		
Crustnarow Wittul, adopted son of the late Wittul Rao Dewajee, Minister of the Guicowar Government -	2,064		
Various other Pensions and Allowances of Rs. 5,000, and under Rs. 20,000 each -	16,294		
Pensions not exceeding Rs. 5,000 per annum each -	26,404		
		86,551	
<i>Scinde:</i>			
Allowances to the Ex-Ameers and others -		19,564	
<i>Sattarah:</i>			
His Highness's three Ranees -	£. 17,188		
Ex-Rajah's Family -	1,641		
Guzra Sahib -	1,350		
Bulvunt Rao Bhoalay -	1,237		
Other Pensions, not exceeding Rs. 5,000 per annum each -	8,894		
		31,310	
			187,425
		£.	1,207,963

No. 19.

GENERAL ABSTRACT ACCOUNT of the Amount set apart in the year 1851-52, on account of the SINKING FUND for the Redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore, with the Interest thereon payable out of the Tanjore Revenues.

	£.
Amount set apart from the Tanjore Revenues on the 31st July 1851, agreeably to the 10th clause of the Articles of Agreement between the East India Company and the Creditors of the late Ameer Sing, formerly Rajah of Tanjore, dated the 11th February 1824, being five per cent. on the sum of Star Pagodas 16,06,796. 24. 64½, equivalent to Company's Rupees 56,23,788, the aggregate amount of the Tanjore Debt awarded by the Commissioners in England, according to their Final Report, dated the 29th of July 1840, Rs. 2,81,189 - - £.	26,362
Interest, at the rate of 4 per cent. per annum, on the Bonds issued for admitted Claims on the Tanjore Country, agreeably to the 1st clause of the Articles of Agreement before referred to - - - - -	20,120
£.	46,482

No. 20.

GENERAL ABSTRACT ACCOUNT of the ALLOWANCES to DISTRICT and VILLAGE OFFICERS and ENAMDARS, including Charitable Grants.

	£.	£..
<i>Madras :</i>		
Allowances paid at the several Collectorates, in lieu of Resumed Lands, Privileges and Offices - - - - -	67,690	
Allowances paid by the several Collectors - - - - -	15,230	82,920
<i>Bombay :</i>		
Enamdars - - - - - £. 311,956		
Allowances to Zemindars, Muzmoodars, Dessaes and other District and Village Officers, including Charitable Grants 529,344		
Compensation to Enamdars and Huckdars, in lieu of their Huck Allowances - - - - - 31,554	872,854	
<i>Scinde :</i>		
Compensation Allowance to Enamdars, &c., in lieu of certain cesses abolished - - - - -	684	
<i>Sattarah :</i>		
Enamdars - - - - - £. 1,613		
Allowances to Zemindars, Muzmoodars, Dessaes and other District and Village Officers, including Charitable Grants 161,049	162,662	1,026,200
£.		1,109,120

No. 21.

GENERAL ABSTRACT ACCOUNT of the CHARGES of the CIVIL and POLITICAL ESTABLISHMENTS of *India*, including Contingent Charges, for the Year ended 30th April 1852.

<i>Bengal :</i>	£.	£.
CHARGES on Account of the General Government of India :		
Salaries of the Governor-General and Members of the Supreme Council Secretariat, Foreign, Home, Financial and Military Departments -	60,162	
Loan Office and Promissory Note Press - - - - -	64,140	
Governor-General's Office and Establishment - - - - -	4,011	
Expense of visiting the Upper Provinces - - - - -	13,261	
Presents made in the name of the Governor-General; Allowances to Vakeels and Natives of Rank, &c. - - - - -	38,183	
Residents, Political Agents, &c., at Foreign Courts, Salaries, Allowances, Establishment, Contingencies, &c. - - - - -	15,240	
Temporary Embassies and Missions - - - - -	108,429	
Survey and Observatories, including Charges on account of the Great Trigonometrical Survey - - - - -	418	
Suppression of Thuggee and Meriah Sacrifices - - - - -	32,020	
Bairseeah Pergunnah; Compensation to Dhar Government on account of Bairseeah, including £.1,182 for Establishment and Contingencies in collection of Revenue - - - - -	28,862	
Compensation to Junkojee Row Holkar, on account Pergunnah Kissory Paton - - - - -	10,477	
Charges on account Vessels of the Indian Navy employed on the Euphrates, paid at Bombay, and charged in account to Bengal -	2,764	
Ditto - - of the Steamer "Semiramis" employed in the Malay Archipelago, ditto - - - - -	3,013	
	3,089	383,509
CHARGES on Account of the Government of Bengal :		
Public Offices at the Presidency, comprising Bengal Secretariat, General Treasury and Offices of Account, Audit, &c. - - - - -	88,055	
Allowances to Civil Servants out of employ, and to Junior Civil Servants attached to the College, &c. - - - - -	13,573	
Civil Architects and Superintending Engineers - - - - -	26,286	
Railway Commissioner; Salaries and Establishments of the Commissioner and Consulting Engineer, &c. - - - - -	9,264	
Ecclesiastical Department: Cathedral and Church Establishments, including Salaries of the Bishop, Archdeacon, Chaplains, &c. - - -	34,687	
Medical Department, including Hospitals and Dispensaries at the Presidency and in the Provinces - - - - -	23,853	
College at Fort William - - - - -	4,662	
Education Department, Grants, &c. - - - - -	86,433	
House Rent and Taxes - - - - -	3,887	
Repairs of Roads, Bridges and Public Buildings - - - - -	69,163	
Donations to Service Funds - - - - -	63,779	
Donations to Charitable, Literary, Scientific and other Institutions -	5,186	
Petty Establishments and Contingencies - - - - -	13,630	
Stationery purchased - - - - -	3,129	
Provincial Battalions and Nujeebs, including the Calcutta Native Militia - - - - -	55,494	
Pensions and Charitable Allowances - - - - -	10,930	
Miscellaneous Charges - - - - -	1,441	
TOTAL Charges on account of the Government of Bengal - - - £.		480,396
TOTAL, Bengal Presidency (carried forward) - - - £.		863,905

No. 21.—ABSTRACT of Charges, &c., for the Year ended 30 April 1852—continued.

	Brought forward - - -		£.
	£.	£.	863,905
<i>North-Western Provinces, including the newly-acquired Territory :</i>			
<i>North-Western Provinces, including Cis- and Trans-Sutlej States :</i>			
Salary of the Lieutenant-Governor, and Establishment and Expenses of his Household - - - - -	9,112		
Charges of the Political Agencies under the Lieutenant-Governor - - - - -	3,645		
Tour of the Lieutenant-Governor - - - - -	5,028		
Public Offices, comprising the Secretariat, Accountant's Office, Civil Auditor's Office and Oordoo Translation and Assay Office and Bullion Depôt - - - - -	30,763		
Ecclesiastical Establishments - - - - -	18,806		
Botanical Gardens, Tea Nurseries and Plantations - - - - -	7,111		
Grants for General and Special Educational Purposes, and Donations to Village Schools - - - - -	18,559		
Grants to Native Hospitals and Dispensaries - - - - -	8,924		
Repairs to Public Buildings, Roads and Bridges - - - - -	1,809		
Salaries and Establishment of Superintending and Executive Engineers - - - - -	6,894		
Civil Engineers' College at Roorkee - - - - -	3,680		
Stationery - - - - -	2,434		
Printing Charges and Purchase of Books - - - - -	2,805		
Provincial Battalions - - - - - £. 58,420			
Less,—Amount received as Compensation for Services rendered to Foreign States by Corps in British Pay - - - - -	32,694		
	25,726		
Miscellaneous - - - - -	12,899	164,285	
<i>Punjab and Trans-Indus Territory :</i>			
Board of Administration; proportion of the Salaries of the President and Members charged to the Civil Department - - - - -	4,654		
Salary of the Deputy Secretary, proportion of Office Establishment and Contingent Charges - - - - -	4,565		
Accountants, Civil Auditors and Civil Pension Paymaster's Offices, Assay Office and Bullion Depôt, Establishments and Contingent Charges - - - - -	6,726		
Ecclesiastical Establishments - - - - -	3,240		
Salaries and Establishment of the Superintending and Executive Engineers - - - - -	10,218		
Repairs to Public Buildings, Roads and Bridges - - - - -	5,457		
Citadel Establishment, and Contingencies - - - - -	477		
Presents made in the name of the Government - - - - -	1,038		
Charges on account of State Prisoners - - - - -	2,062		
Punjab Geological and Meteorological Survey - - - - -	2,674		
Stationery - - - - -	989		
Lunatic Asylum and Dispensary Charges - - - - -	1,010		
Loss by Assay and Re-coinage - - - - -	5,455		
Miscellaneous - - - - -	4,120	52,685	
TOTAL, North-Western Provinces, including newly-acquired Territory - - -			210,970
Carried forward - - - £.			1,080,875

No. 21.—ABSTRACT of Charges, &c., for the Year ended 30 April 1852—continued.

	Brought forward - - -	£. 1,080,875
<i>Madras :</i>	£.	
Salaries of the Governor and Members of Council - - - -	23,968	
Governor's Office and Establishment, &c. - - - -	7,362	
Public Offices, comprising the Secretariat, General Treasury, Offices of Account, Audit, &c. - - - -	56,265	
Allowances to Civil Servants out of employ, and to Junior Civil Servants attached to the College - - - -	5,340	
Residents and Agents at Travancore, Tanjore and Pondicherry, &c., Allowances, Establishment and Contingent Charges - - - -	5,503	
Ecclesiastical Department, Church Establishments, including Salary of the Bishop, Archdeacon, Chaplains, &c. - - - -	31,697	
Medical Department, including Hospitals and Dispensaries at the Presidency, and in the Provinces - - - -	12,667	
Public Observatory - - - -	1,325	
Civil Engineers' Charges, Establishment of Civil Surveys - - - -	2,495	
College at Fort St. George - - - -	1,730	
Education Department - - - -	3,915	
House Rent and Taxes - - - -	4,048	
Repairs of Roads, Bridges and Public Buildings - - - -	44,134	
Donations to Service Funds - - - -	78,084	
Donations to Public and Charitable Institutions - - - -	2,654	
Pensions and Charitable Allowances - - - -	11,867	
Batta to Officers of Her Majesty's Squadron - - - -	5,707	
Charges connected with Travellers' Bungalows and Native Choultries in several Districts - - - -	2,692	
Miscellaneous - - - -	10,189	
	£. 311,642	
Less,—Gain by Exchange, principally on the negotiation of Bills on Bengal, Madras, &c. by Resident at Hyderabad - - - -	25,128	
TOTAL, Madras Presidency - - -		286,514
<i>Bombay :</i>	£.	
Salaries of the Governor and Members of Council - - - -	24,435	
Governor's Office and Establishment, &c. - - - -	7,072	
Governor's Tour in the Deccan - - - -	2,726	
Residents and Political Agents at Foreign Courts, &c. - - - -	20,170	
Public Offices at the Presidency, comprising the Secretariat, General Treasury, Offices of Account, Audit, &c. - - - -	62,836	
Allowances to Civil Servants out of employ - - - -	3,542	
Charges on Account of the Grand Trigonometrical Survey - - - -	2,680	
Printing Charges - - - -	4,373	
Stationery - - - -	4,166	
Medical Department, including Hospitals, Dispensaries and Medical College - - - -	16,022	
House Rent, Repairs, Taxes and Contributions to the Municipal Fund - - - -	8,428	
Ecclesiastical Establishments - - - -	22,133	
Carried forward - - - £.		1,367,389

No. 21.—ABSTRACT of Charges, &c., for the Year ended 30 April 1852—continued

			£
	Brought forward - - -		1,367,380
<i>Bombay—continued.</i>			
Civil Architect, Superintending Engineers, &c. - - -	18,758		
Repairs of Buildings, Roads, Bridges, Tanks, &c. - - -	83,586		
Botanical Garden at Depooree - - - - -	1,194		
Donations to Service Funds - - - - -	42,601		
Grants for Educational Purposes - - - - -	10,948		
Donations to Charitable Societies and Scientific Institutions	1,153		
Pensions and Charitable Allowances - - - - -	34,541		
Miscellaneous - - - - -	10,592		
		337,956	
<i>Scinde :</i>			
Salary of the Commissioner and Assistant Commissioner of the Province of Scinde, including Establishment and Contingencies - - - - -	2,757		
Salary and Establishment of the Ranger of Forests - - -	1,099		
Salary, Establishment and Contingencies of an Assistant Collector employed as Superintendent of Canal Clearance - - -	3,890		
Ecclesiastical Department - - - - -	1,903		
Medical Department - - - - -	1,825		
Repairs to Buildings, Roads, Tanks, &c. - - - - -	1,319		
	10,792		
Miscellaneous, excess of Credits :			
Receipts - - - - - £. 1,840			
Payments - - - - - 789			
	1,057		
		18,735	
<i>Sattarak :</i>			
Commissioner's Salary, Establishment and Contingent Charges	6,345		
Miscellaneous, Political Charges (not particularised) - - -	7,428		
Medical and Hospital Department - - - - -	848		
Civil Engineer, Allowance and Establishment - - - - -	3,044		
Education Charges - - - - -	526		
Repairs to Roads, Tanks, Bunds and Buildings - - - - -	15,608		
District Dawk Establishment - - - - -	956		
		35,657	
TOTAL, Bombay Presidency - - -			392,148
TOTAL CHARGES of the Civil and Political Establishments, } including Contingent Charges - - - - -			1,759,737

No. 22.

GENERAL ABSTRACT ACCOUNT of the JUDICIAL and POLICE CHARGES of *India*
(including Contingent Charges), for the Year ended 30th April 1852.

<i>Bengal :</i>	£.	£.	£.
SUPREME COURT and the other LOCAL COURTS within its Jurisdiction:			
Supreme Court of Judicature: Salaries of the Judges, Officers and Establishments under the Supreme Court, including Salaries and Establishment of the Company's Law Officers	58,504		
Coroner's Office: Salaries, Establishment and Contingent Charges	578		
Justices of the Peace: ditto - ditto, under the Justices of the Peace	30,207		
Court of Small Causes: Salaries of the Judges, Establishment and Contingent Charges	10,955		
Pensions - - - - -	488		
		100,732	
SUDDER, PROVINCIAL and ZILLAH COURTS, including PROVINCIAL POLICE:			
Sudder Dewanny and Nizamut Adawlut: Salaries of the Judges, Establishments and Contingencies	39,710		
Provincial, City and District Courts - - - - -	385,005		
Provincial Police - - - - -	96,692		
Pensions - - - - -	5,554		
		526,961	
BURMESE SESSIONS:			
Local Commissioners: Salaries, Establishment and Contingent Charges	4,486		
Civil and Criminal Courts, ditto - - - - -	52,368		
Police - - - - -	18,915		
Pensions - - - - -	673		
		76,442	
TOTAL, Bengal - - -			704,135
NORTH-WESTERN PROVINCES, including the newly-acquired Territory:			
North-Western Provinces:			
Sudder Dewanny and Nizamut Adawlut: Salaries of the Judges, Establishments and Contingencies	22,995		
Commissioners of Circuit, ditto - - - - -	21,702		
Civil and Criminal Courts, ditto - - - - -	298,297		
Inspector of Prisons, ditto - - - - -	3,707		
Charges on account of Prisoners: Diet, Clothing, Medicines, &c. - - - - -	39,029		
Police - - - - -	159,319		
Pensions - - - - -	3,175		
		548,314	
Punjaub and Trans-Indus:			
Proportion of Salaries of the President and Members of the Board of Administration: Secretary's Office, Establishment and Contingencies charged to the Judicial Department - - - - -	10,088		
Commissioners of Circuit: Salaries, Establishment and Contingent Charges - - - - -	9,123		
Criminal Courts, ditto - ditto - - - - -	60,538		
Charges on account of Prisoners: Diet, Clothing, Medicines, &c. - - - - -	15,203		
Civil and Military Police - - - - -	268,259		
		363,211	
TOTAL, North-Western Provinces, including the newly-acquired Territory - -			911,525
Carried forward - - - - £.			1,615,660

No. 22.—ACCOUNT of the Judicial and Police Charges of *India*, &c.—*continued*.

	Brought forward - - -		£.
<i>Madras :</i>			1,615,660
SUPREME COURT and the other LOCAL COURTS within its Jurisdiction:	£.	£.	
Supreme Court of Judicature: Salaries, Establishments and Contingencies, including Salaries and Establishments, &c., of the Company's Law Officers	21,580		
Coroner's Office	640		
Sheriff's Office	1,068		
Court of Small Causes	6,864		
Police Charges at the Presidency	12,650		
		43,377	
SUDDER, PROVINCIAL and ZILLAH COURTS, including PROVINCIAL POLICE:			
Court of Sudder and Fouzdary Adawlut	24,272		
Provincial Courts	165,186		
Provincial Police	81,178		
Pensions	2,061		
		273,297	
	TOTAL, Madras - - -		316,674
<i>Bombay :</i>			
SUPREME COURT and the other LOCAL COURTS within its Jurisdiction:			
Supreme Court of Judicature: Salaries of the Judges, Establishments and Contingencies, including Salaries and Establishment, &c., of the Company's Law Officers	80,207		
Coroner's Office, ditto - ditto	682		
Court of Small Causes and Court of Requests, ditto	1,578		
Sheriff's Office	1,859		
Police Charges at the Presidency	18,673		
		32,999	
Provincial Courts: Salaries, Establishment and Contingent Charges (including Police Charges not particularised in the Indian Statements)		180,414	
		242,413	
<i>Sinde :</i>			
Salary to the Judicial Assistant Commissioner, Establishment and Contingent Charges	1,610		
Charges on account of the Police Corps, Khoza Horse, Soda Kalladars and Footmen, Magisterial Gaol Establishments, Contingencies, &c.	58,299		
		59,918	
<i>Sattarah :</i>			
Country Courts: Salaries, Establishments and Contingencies		46,230	
	TOTAL, Bombay, &c. - - -		348,561
		£.	2,280,895

No. 23.

GENERAL ABSTRACT ACCOUNT of the Amount expended for BUILDINGS, ROADS, and other PUBLIC WORKS, exclusive of Repairs and of Military Buildings, for the Year ended the 30th April 1852.

	£.	£.
<i>Bengal :</i>		
Advances to Railway Commissioners for the purchase of Land, &c. -	7,222	
Expenses connected with the Construction of the Electric Telegraph -	4,306	
On account Construction of various Buildings, Roads, &c. -	9,176	
		20,704
<i>North-Western Provinces, including the newly-acquired Territory :</i>		
<i>North-Western Provinces :</i>		
Canals: North-Western Provinces - - - - - £. 132,844		
On account Construction of various Buildings, Roads, &c. - 115,357		
	248,201	
<i>Punjab :</i>		
Canals - - - - - £. 13,125		
On account Construction of various Buildings, Roads, &c. - 9,470		
	22,595	
TOTAL North-Western Provinces and Punjab - - - £.	-	270,796
<i>Madras :</i>		
On account Construction of new Public Roads in various Districts -	8,712	
On account Construction of various Buildings and Works (exclusive of the Sums expended in Repairs of Tanks, amounting to 116,469 l., stated in Account, No. 17). - - - - -	10,136	
		18,848
<i>Bombay :</i>		
Compensation paid to Individuals on account of Land and Property taken for Railway Purposes, and other Railway Charges borne by the Company - - - - - £. 42,189		
On account Construction of various Buildings, Roads, &c. - 19,005		
	61,194	
<i>Scinde :</i>		
Canal Clearances - - - - - £. 16,562		
On account Construction of Travellers' Bungalows, Roads, and various Buildings and Works - - - - - 10,455		
	27,017	
<i>Sattarah :</i>		
On account Construction of Buildings - - - - -	95	
TOTAL Bombay, including Scinde and Sattarah - - - £.	-	88,306
	£.	398,654

No. 24.

GENERAL ABSTRACT ACCOUNT of the Charges of the EASTERN SETTLEMENTS (*Prince of Wales' Island, Singapore and Malacca*), for the Year ended 30th April 1852.

	£.	£.
<i>Prince of Wales' Island :</i>		
Salaries of the Resident Councillor, Assistant Resident and Superintendent of Province Wellesley, Establishment and Contingencies -	6,215	
Ecclesiastical Establishment: Salary of the Chaplain, Church Establishment and Contingencies - - - - -	1,063	
Schools: Allowances - - - - -	445	
Medical Department: Salary and Establishment of the Assistant Surgeon, Hospital Charges, &c. - - - - -	866	
Judicial and Police Charges:		
Salaries of the Recorder and Registrar - - - - - £. 5,153		
Establishment of the Offices of the Recorder, Registrar, Sheriff, Coroner, &c. - - - - -	2,724	
Superintendent of Convicts, Charges on account of Convicts and Prisoners, Police and Contingent Charges - 2,260		
Repairs - - - - - 269		
	10,415	
Carried forward - - - £.	19,004	

No. 24.—CHARGES of the Eastern Settlements (*Prince of Wales' Island, &c.*)—continued.

	£.	£.
Brought forward - - -	19,004	
Marine Charges: Salary of the Harbour-master, Establishment and Contingent Charges - - -	713	
Military Charges: Command Allowances, Repairs and Assessment of Military Buildings, &c. - - -	503	
Suppression of Piracy in the Straits: Charges incurred at Penang - - -	506	
Local Pensions - - -	785	21,571
<i>Singapore:</i>		
Salary of the Governor of the Straits' Settlements - - - £. 2,351		
Salary of the Resident Councillor and Assistant Resident, Establishment and Contingencies - - - 4,839		
Repairs and Assessment of Buildings - - - 395	7,585	
Ecclesiastical Department: Salary of the Chaplain, Church Establishment and Contingencies - - - - -	1,138	
Schools: Allowances - - - - -	489	
Medical Department: Salary and Establishment of the Surgeon and Assistant Surgeon, Hospital Charges, &c. - - - - -	1,773	
Judicial and Police Charges:		
Establishment of the Court of Judicature, Sheriff, Coroner, Court of Requests, &c. - - - - - £. 3,279		
Superintendent of Convicts, Charges on account of Convicts and Prisoners, Police, and contingent Charges - - - 3,202		
Repairs - - - - - 95	6,576	
Marine Charges: Establishment and Contingencies of the Master Attendant's Office - - - - -	850	
Military Charges: Repairs to Military Buildings and Miscellaneous - - -	210	
Suppression of Piracy in the Straits: Charges incurred at Singapore - - -	3,869	
Local Pensions - - - - -	455	22,945
<i>Malacca:</i>		
Salaries of the Resident Councillor, Assistant Resident, Establishment and Contingencies - - - - -	2,193	
Ecclesiastical Establishment: Salary of the Chaplain, Church Establishment and Contingencies - - - - -	443	
Schools: Allowances - - - - -	365	
Medical Department: Salary of the Assistant Surgeon, Establishment and Contingencies - - - - -	527	
Judicial and Police Charges:		
Establishment of the Court of Judicature, Sheriff, Coroner, Court of Requests, &c. - - - - - £. 1,282		
Sitting Magistrate, Superintendent of Police, Charges on account of Convicts, Police and Contingent Charges - - - 926		
	2,208	
Marine Charges: Establishment and Contingencies - - - - -	167	
Military Charges: Repairs of Buildings and Miscellaneous - - -	332	
Suppression of Piracy in the Straits: Charges incurred at Malacca - - -	604	
Local Pensions - - - - -	281	7,120
TOTAL Charges of the Eastern Settlements (exclusive of the Charges of Collection of the Revenues and of Payments of Political Pensions, exhibited in Account, No. 16) - - - - -	£.	51,636

No. 25.

GENERAL ABSTRACT ACCOUNT of the MILITARY CHARGES of *India* for the Year ended 30th April 1852 (including Charges defrayed in *England*).

<i>Bengal:</i>		£.	£.
Her Majesty's Troops:			
Pay, Allowances, Commissariat and Contingent Charges - -		854,577	
East India Company's Troops:			
Pay and Allowances of Regular Troops - - - £.2,193,290			
Ditto - - of Irregular Cavalry, and Local Infantry			
Battalions - - - - - 630,551			
		2,723,841	
General Staff and Staff attached to Army Divisions and Stations, including the Adjutant-General's, Quartermaster-General's, Judge Advocate General's, &c. Departments - - - - -		131,047	
Commissariat Department and Charges - - - - -		450,491	
Repairs of Fortifications and Buildings - - - - -		52,523	
Garrison and Recruiting Depôts; Medical, Clothing, Pay and Stud Departments; Gun Foundries, Gunpowder Agencies and Miscellaneous		489,746	
Pensions - - - - -		246,503	
WAR CHARGES:		4,948,728	
Amount brought to account upon the Bengal Statements of 1851-52 under the description of War Charges:—			
Expedition against Burnah - - - - - £.25,913			
Armies of the Punjab, Sutlej, Reserve and Indus - - - 37,175			
		63,088	5,011,816
<i>North-Western Provinces, &c.:</i>			
Punjab: Punjab Irregular Force of Cavalry, Infantry and Light Field Battery, including Guide Corps, Scinde Camel Corps, and extra armed Force temporarily employed - - - - -			256,330
<i>Madras:</i>			
Her Majesty's Troops:			
Pay and Allowances - - - - - £.165,454			
East India Company's Troops:			
Pay and Allowances - - - - - 1,482,840			
		1,648,294	
General Division, Garrison and Cantonment Staff including Military Offices and Establishments - - - - -		119,643	
Commissariat Department and Charges - - - - -		206,482	
Ordnance Department - - - - -		41,320	
Batta to Troops employed in the Eastern Settlements - - -		36,658	
Repairs of Fortifications and Buildings - - - - -		10,980	
Medical, Camp Equipage, and Clothing Departments; Miscellaneous and Contingent Charges - - - - -		212,826	
Stores - - - - -		35,223	
Pensions - - - - -		188,015	
			2,499,441
<i>Bombay:</i>			
Her Majesty's Troops:			
Pay, Allowances, Commissariat and Contingent Charges, £.268,052			
East India Company's Troops:			
Pay and Allowance of Regular Troops - £.683,400			
Pay and Allowances, Commissariat and Contingent Charges of Irregular Local Corps - 144,505			
		827,965	
		1,096,017	
General, Division and Garrison Staff - - - - -		108,544	
Commissariat, Barrack Departments and Ordnance Charges - -		126,086	
Repairs of Fortifications and Buildings - - - - -		11,556	
Medical, Gun Carriage, Gunpowder and Clothing Departments, and Miscellaneous and Contingent Charges - - - - -		40,061	
Stores - - - - -		13,269	
Pensions - - - - -		94,949	
			1,490,482
<i>Scinde:</i>			
Her Majesty's Troops:			
Pay and Allowances - - - - - £.11,190			
East India Company's Troops:			
Pay and Allowances of Regular Troops - £.89,589			
Ditto - - - - Irregular Troops - 101,007			
		190,596	
		201,786	
			1,692,268
Carried forward - - - £.			9,459,855

No. 25.—ACCOUNT of the Military Charges of *India* for the Year ended 30 April 1852—*contd.*

	Brought forward - - -	£.
MILITARY BUILDINGS and FORTIFICATIONS:	£.	9,459,855
Bengal - - - - -	174,084	
Madras - - - - -	9,308	
Bombay - - - - -	£. 13,415	
Scinde - - - - -	18,733	
	<u>32,148</u>	215,028
TOTAL Charges in India (No. 12) - - -	£.	9,675,483
CHARGES in <i>England</i>:	£.	
Furlough and Retired Pay to Military Officers, including Off- reckonings (No. 12) - - - - -	631,820	
Her Majesty's Paymaster-General, on account of Queen's Troops serving in India (No. 12) - - - - -	200,000	
Retiring Pay, Pensions, &c. of Her Majesty's Troops serving, or having served, in India, Act 4 Geo. 4, c. 71 (No. 12) - - - - -	60,000	
Invoice Value of Stores (No. 34) - - - - -	163,036	
Passage of Troops (No. 32) - - - - -	18,394	
Passage and Outfit to Commander-in-Chief of Madras and Aides-de- Camp; to Officers in charge of Recruits; Officers in Her Majesty's Service proceeding to join their Regiments; to Chaplains; and to Veterinary Surgeons (No. 33) - - - - -	12,725	
Charges of the Depot at Warley, and other Recruiting Charges, in- cluding Expenses of Engineer Cadets and of Recruits studying the art of Sapping and Mining at Chatham (No. 33) - - - - -	32,172	
Military Seminary at Addiscombe; net Charge (No. 33) - - - - -	4,778	
Pensions under the Regulations of Lord Clive's Fund (No. 33) - - - - -	70,290	
	<u>1,193,215</u>	
TOTAL Military Charges of India - - -	£.	10,868,698

No. 26.

GENERAL ABSTRACT ACCOUNT of the MARINE CHARGES of *India* for the Year ended the 30th April 1852 (exclusive of the Charges defrayed in *England*).

<i>Bengal</i> :	£.	£.
Superintendent's Office, Marine Pay Office, and Naval Storekeeper's Department: Salaries, Establishments and Contingencies - - -	10,049	
Master Attendant's - - ditto - - ditto - - - - -	5,726	
Registry Office of Merchant Seamen - - ditto - - - - -	1,687	
Lighthouses and Floating Lights, Chain Moorings, Hulks and Re- ceiving Vessels - - - - -	9,757	
Pilot Schooners, Row Boats and Bhaoleahs - - - - -	37,596	
Telegraphic Establishment - - - - -	954	
Marine Charges at Arracan, and in the Tenasserim Provinces, including Charges of the Moulmein Flotilla - - - - -	14,942	
Dockyard at Kidderpore - - - - -	12,574	
Marine Surveys and Miscellaneous - - - - -	3,442	
Repairs of Buildings - - - - -	1,251	
Stores - - - - -	12,830	
Steam Navigation:		
Controller's Office, Workshops and Coal Depot at Kid- derpore - - - - -	£. 16,028	
Internal:		
Freight Office, Steam Agents, Native Mari- ners, and Coal and Firewood Depôts - - - - -	£. 6,452	
Steam Boats, Accommodation Flats, Cargo and Troop Boats - - - - -	20,538	
	<u>26,990</u>	
External:		
Purchase of Fuel for Steamers, and Charges of Coal Depôts at Moulmein, Akyab and Point de Galle - - - - -	£. 10,679	
Charges of Steamers - - - - -	16,222	
	<u>26,901</u>	
	70,819	
Carried forward - - -	£.	181,627

No. 26. — ACCOUNT of the Marine Charges of *India* for the Year ended 30 April 1852—*continued*.

	£.	£.
<i>Bengal</i> — <i>continued</i> .		
Brought forward - - -	181,627	
Pensions - - - - -	7,152	
	188,779	
Deduct,—Carried to Account in 1851–52 for Expenses of the Steamers “Nemesis,” “Phlegethon,” and “Pluto,” chargeable to Her Majesty’s Government, for Services in the China Seas -	19,485	169,294
<i>Madras</i> :		
Marine Board, Salaries, Establishments and Contingencies - - -	933	
Master Attendant’s - - ditto - - ditto - - -	2,741	
Lighthouse Charges - - - - -	241	
Establishment of the Registrar of Merchant Seamen - - -	371	
Establishments at the Outports - - - - -	1,573	
Charges on account of the “Hugh Lindsay” Steamer, including Coals purchased - - - - -	3,385	
Miscellaneous - - - - -	158	
Pensions - - - - -	126	9,528
<i>Bombay</i> :		
Marine Office, Salaries, Establishment and Contingencies - - -	14,719	
Master Attendant’s Department, including Charges of Lighthouses and Pilot Establishment - - - - -	8,461	
Controller’s Department, including Dock and Steam Engine - - -	6,131	
Conservator of Forests, Salary and Establishment - - - - -	993	
Charges of Cruisers and Vessels - - - - -	26,452	
Charges of Steam Vessels - - - - - £. 68,505		
Deduct,—Received this year for Passage Money - - - 22,955		
	45,550	
Stores - - - - -	68,516	
Repairs of Buildings - - - - -	742	
Pay of Officers unattached, Contingent and Miscellaneous Charges in the Marine Department - - - - -	8,779	
Retired Pay and Pensions - - - - -	1,985	
	£. 182,328	
<i>Scinde</i> :		
Pay to Officers and Crews of the several Vessels employed in Scinde -	24,614	206,942
TOTAL Charges in India (No. 12) - - - £.		385,764
CHARGES in England :		
Furlough and Retired Pay to Marine Officers (Account, No. 12) - -	26,433	
Passage and Outfit, Volunteers for Pilot Service (No. 33) - - -	139	
Invoice Value of Marine Stores (No. 34) - - - - -	33,759	
Coals for Depôts and Miscellaneous Expenses connected with Steam Communication with India, deducting the Sum of 50,000 l. chargeable to Her Majesty’s Government on that Account (No. 12) - - -	21,451	
		81,782
TOTAL Marine Charges - - - £.		467,546

No. 27.

GENERAL ABSTRACT ACCOUNT of the MINT CHARGES of India for the Year ended the 30th April 1852.

<i>Bengal :</i>	£.
Salaries, Establishments and Contingent Charges of the Mint Master, Assay Master, &c. - - - - -	£. 20,780
Loss of Weight in melting, and Miscellaneous Charges - - - - -	5,855
	26,635
<i>Madras :</i>	
Salaries, Establishment and Contingencies of the Mint Master, Assay Master, &c. -	10,278
<i>Bombay :</i>	
Salaries, Establishment and Contingencies of the Mint Master, Assay Master, &c. -	16,333
	£. 53,246

No. 28.

GENERAL ABSTRACT ACCOUNT of the SUMS paid and payable for INTEREST on India DEBT in the Year ended the 30th April 1852, showing also the Amount of the Debt at that Date.

AMOUNT of INTEREST paid in the Year 1851-52 :	£.	£.
<i>Bengal :</i>		
Interest on Loans - - - - -	-	1,967,359
Treasury Notes - - - - -	20,150	
Deposits on account of Service Funds, Savings Banks, &c. - - - - -	69,903	90,053
		2,057,412
<i>North-Western Provinces, &c. :</i>		
Interest on temporary Loans - - - - -	2,123	
Interest on Deposits - - - - -	824	2,947
<i>Madras :</i>		
Interest on Loans - - - - -	1,509	
Interest on the Fund for the Redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore - - - - -	11,335	
Interest on Treasury Notes - - - - -	164	
Interest on Deposits on account of Service Funds, Savings Banks, &c. -	40,586	53,594
<i>Bombay :</i>		
Interest on Treasury Notes - - - - -	91	
Interest on Deposits on account of Service Funds, Savings Banks, &c. -	70,395	70,486
	£.	2,184,439

ABSTRACT PAYMENTS of INTEREST :

	On Indian Loans.	On Temporary Loans.	Treasury Notes.	On Tanjore Sinking Fund.	On Miscellaneous Deposits.	TOTAL.
	£.	£.	£.	£.	£.	£.
Bengal - - - - -	1,967,359	-	20,150	-	69,903	2,057,412
North-Western Provinces -	-	2,123	-	-	824	2,947
Madras - - - - -	1,509	-	164	11,335	40,586	53,594
Bombay - - - - -	-	-	91	-	70,395	70,486
£.	1,968,868	2,123	20,405	11,335	181,708	2,184,439

Sums paid and payable for Interest on India Debt, in the year ended 30 April 1852—*continued.*

The AMOUNT of INTEREST payable on the PUBLIC DEBTS outstanding at the several Presidencies of India on the 30th April 1852, was as follows:

	Amount of Debt.	Rate of Interest.	Annual Amount Charged for Interest at the foregoing Rate.
<i>India :</i>	£.		£.
Registered Debt :			
Loans - - - - -	338,178	6 per cent. - -	20,291
Ditto - - - - -	27,037,734	5 per cent. - -	1,351,887
Ditto - - - - -	14,931,327	4 per cent. - -	597,253
£.	42,307,239		1,969,431
<i>Bengal :</i>			
Loan transferred from Fort Marlborough -	841	10 per cent. -	84
Treasury Notes - - - - -	763,785	Average 5 per cent.	38,134
Civil and Medical Funds - - - - -	2,035,013	6, 5 and 4 per cent.	121,608
Miscellaneous Deposits - - - - -	84,400	5 and 4 per cent. -	3,376
£.	45,101,278		2,132,633
<i>North-Western Provinces, including the newly acquired Territory :</i>			
Miscellaneous Deposits - - - - -	18,750	4 per cent. - -	750
Temporary Loans - - - - -	340,969	5 per cent. - -	17,498
£.	368,719		18,248
<i>Madras :</i>			
Loans - - - - -	14,437	8 per cent. - -	1,155
Ditto - - - - -	7,547	6 per cent. - -	453
Civil, Military and Medical Funds - -	696,637	6 and 5 per cent. -	39,005
Miscellaneous Deposits - - - - -	63,644	6, 5 and 4 per cent.	2,767
Treasury Notes - - - - -	5,110	4 per cent. - -	205
Fund for the Redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore	289,976	4 per cent. - -	11,598
£.	1,077,351		55,183
<i>Bombay :</i>			
Civil Annuity and other Funds - - -	547,846	6 per cent. - -	32,871
Civil, Provident and Military Funds - -	743,453	5 per cent. - -	37,173
Miscellaneous Deposits - - - - -	84,191	4 per cent. - -	3,367
Treasury Notes - - - - -	1,406	4 per cent. - -	56
£.	1,376,896		73,467
£.	48,014,244		2,270,531

No. 29.

GENERAL ABSTRACT of the RECEIPTS and DISBURSEMENTS of the several Presidencies of *India* for the Year ended the 30th April 1852, showing the Local Surplus or Deficit at each Presidency.

	Number of Account.	BENGAL.	North-Western Provinces, including the newly acquired Territory.	TOTAL.	MADRAS.	BOMBAY (including Scinde and Sattarah).	TOTAL of India.
		£.	£.	£.	£.	£.	£.
NET REVENUES and RECEIPTS:							
Per Account - - - -	2	7,584,435	- -	13,255,150	- -	- -	19,827,496
Ditto - - - -	6	- -	5,670,715		- -	- -	
Ditto - - - -	8	- -	- -		3,704,048	- -	
Ditto - - - -	9	- -	- -		- -	2,868,298	
TOTAL, Net Receipts - -	£.	7,584,435	5,670,715	13,255,150	3,704,048	2,868,298	19,827,496
EXPENDITURE:							
Civil and Political Charges -	21	863,905	216,970	1,080,875	286,514	392,348	1,759,737
Judicial and Police Charges -	22	704,135	911,525	1,615,660	316,674	348,561	2,280,895
Buildings, Roads, &c. -	23	20,704	270,796	291,500	18,848	88,306	308,654
Military Charges - - -	25	*5,011,816	256,330	6,442,230	2,499,441	1,692,268	9,673,483
Ditto Buildings - - -	-	174,084	- -		9,396	32,148	
Indian Navy and Marine and Pilotage Charges - - -	26	169,294	- -	169,294	9,528	206,942	385,764
Charges, Prince of Wales' Island, Singapore and Malacca -	24	51,036	- -	51,036	- -	- -	51,036
Mint Charges - - - -	27	26,635	- -	26,635	10,278	16,333	53,246
Interest on Debt (exclusive of In- terest on the General Registered Debt of India) - - -	28	80,053	2,947	93,000	53,594	70,486	* 217,080
		7,112,262	1,658,508	8,770,830	3,204,273	2,847,302	14,822,405
Local Surplus at Bengal - - -	-	472,173	- -	- -	- -	- -	- -
Interest on the General Registered Debt of India, charged in Ac- count to Bengal - - -	28	1,967,359	- -	1,967,359	- -	- -	1,967,359
TOTAL Expenditure - - £.	£.	9,079,621	1,658,508	10,738,189	3,204,273	2,847,302	16,789,854
Local Deficit, after charging to Bengal the Interest on the General Regis- tered Debt of India, carried to No. 30 - - - -	-	1,495,186	- -	- -	- -	- -	- -
Local Surplus, carried to No. 30 -	-	- -	4,012,147	2,516,961	499,775	20,906	3,037,642
	£.	7,584,435	5,670,715	13,255,150	3,704,048	2,868,298	19,827,496

* Partly chargeable to the North-Western Provinces.

	£.
Local Surplus brought down - - - -	3,037,642
Deducting Charges defrayed in England (per Accounts, Nos. 12 and 13) -	2,606,377
Surplus of Income over Expenditure (Accounts, Nos. 12 and 13) - - £.	531,265

No. 30.

ACCOUNT of the BALANCES of PUBLIC MONEY in the several Treasuries of *India*, on the 30th April 1851;
Repayments on various Accounts; the Supplies to and from London and between the

	BENGAL.	North-Western Provinces (including the newly-acquired Territory).	MADRAS.	BOMBAY.	TOTAL.
	£.	£.	£.	£.	£.
Cash Balances in the Treasuries on the 30th April 1851	3,107,360	3,414,034	2,769,991	2,774,804	12,067,008
DEBT incurred:					
Indian Loans, at 4 and 5 per Cent.	53,400	—	—	—	
Treasury Notes	114,715	—	2,625	141	
Bills outstanding	1,792,728	341,776	1,079	—	
Received on account of Civil, Military and other Service Funds	608,417	—	252,724	191,716	
Miscellaneous Deposits	1,204,063	2,235,377	442,957	361,511	
Gwalior Contingent, under Treaty of 13th January 1844	168,494	—	—	—	
Sinking Fund (and Interest thereon) for Redemption of the Bonds issued to the Creditors of the late Rajah of Tanjore	—	—	37,697	—	
TOTAL Debt incurred	3,042,726	2,577,153	737,082	553,367	7,810,328
Advances made by Government repaid, including Tuccavee Advances	308,089	1,297,532	490,465	162,705	2,258,791
SUPPLIES from LONDON:					
Bills on the Court for Interest of India Debt	51,862	—	12,192	9,264	
Ditto for Interest on Claims on the late Rajah of Tanjore	—	—	3,476	—	
Other Bills on the Court	9,150	—	6,005	7,654	
Advances made in England repaid	333,635	—	173,376	126,594	
Miscellaneous, including Credits to Her Majesty's Government	63,386	—	9,496	4,688	
Dividends on Stock of the 5 per Cent. Transfer Loan, paid in England	130,893	—	—	—	
Invoice Value of Copper for Coinage	39,825	—	4,492	—	
Receipts on account of Indian Railways, under Deeds of Contract with the respective Railway Companies	22,006	—	—	37,609	
TOTAL Supplies from London	650,760	—	209,127	185,809	1,045,696
ACCOUNTS CURRENT between the PRESIDENCIES:					
Bills drawn, Remittances of Treasure, and Advances and Disbursements (Excess Credits to other Presidencies at Bengal and Bombay)	3,586,514	—	—	769,687	4,356,201
£.	11,595,458	7,289,610	4,206,665	4,446,372	27,538,114
EXCESS of Income over Expenditure (Account, No. 29)	—	4,012,147	499,775	20,900	4,532,828
£.	11,595,458	11,801,766	4,706,440	4,467,278	32,070,942

No. 30.

the Amount of Debt incurred and Debt discharged during the Year 1851-52; the Amount of Advances and several Presidencies, and the Balances in the Indian Treasuries on the 30th April 1852.

	BENGAL.	North-Western Provinces (including the newly-acquired Territory).	MADRAS.	BOMBAY.	TOTAL.
	£.	£.	£.	£.	£.
DEBT discharged:					
Loans at 5 per Cent. - - - - -	4,812	—	—	—	
Treasury Notes - - - - -	167,016	- - -	938	938	
Payments on account of Civil, Military and other Service Funds - - - - -	527,130	- - -	182,365	155,504	
Miscellaneous Deposits - - - - -	1,206,848	2,145,065	440,531	208,756	
Gwalior Contingent, under Treaty of 18th January 1844 - - - - -	141,833	—	—	—	
Bills outstanding - - - - -	1,452,204	287,685	21,346	—	
TOTAL Debt discharged - - - £.	3,499,849	2,433,650	645,180	455,198	7,033,877
Advances repayable, including Tuccavee Ad- vances - - - - -	211,187	1,269,277	95,805	194,620	1,770,889
SUPPLIES TO LONDON:					
Bills drawn by the Court discharged - -	2,207,591	- - -	204,704	20,821	
Payments on account Indian Railways, under Deeds of Contract with the respective Rail- way Companies - - - - -	147,579	- - -	- - -	59,309	
Bills on Her Majesty's Government trans- mitted - - - - -	48,573	—	—	—	
Supplies to Her Majesty's Government, in- cluding Charges on account of the Expe- dition to China, repayable in England -	178,059	- - -	3,235	—	
Miscellaneous, including net Gain by ex- change operations with reference to the fixed rate of 2 s. the Sicca Rupee - -	178,108	- - -	35,052	25,327	
TOTAL Supplies to London - - £.	2,754,910	- - -	332,991	105,457	3,193,358
ACCOUNTS CURRENT between the PRES- IDENCIES:					
Bills paid, Remittances of Treasure, and Ad- vances and Disbursements (Excess Debits to other Presidencies at the North-Western Provinces and Madras) - - - - -	- - -	4,225,050	680,076	- - -	4,905,935
£.	6,465,946	7,928,888	1,754,962	755,275	10,905,059
Excess of Expenditure over Income (Account, No. 29) - - - - -	1,495,186	- - -	- - -	- - -	1,495,186
Cash Balances in the several Treasuries on 30th April 1852 - - - - -	3,634,326	3,372,880	2,951,488	3,712,003	13,670,697
£.	11,595,458	11,301,766	4,706,440	4,467,278	32,070,942

No. 31.

GENERAL ABSTRACT ACCOUNT of the Sums paid and payable for Interest on the HOME BOND DEBT for the Year ended 30th April 1852, showing also the Amount of the Debt at that Date.

Amount of Capital of the Home Bond Debt on the 30th April 1851 and on the 30th April 1852 - - - - -	£. 3,899,500	£. s. d.
Interest thereon at the rate of £. 3. 10. per cent. per annum, from the 31st of March to the 7th of June 1851 - - - - -		62,067 - 10
Interest thereon at the rate of £. 3. per cent. per annum, from the 7th of June 1851 to the 30th of September 1851 - - - - -		
Interest thereon at the rate of £. 3. per cent. per annum, from the 1st of October 1851 to the 31st of March 1852 - - - - -	58,492 10 -	
	£. 120,559 10 10	
Amount actually paid in the period (including Arrears not previously demanded) - - - - -	£. 121,021 15 1	

Note.—The Interest on the Bond Debt is payable half-yearly; viz., on the 1st of April and 1st of October in each year.

No. 32.

GENERAL ABSTRACT ACCOUNT of the Charges for TRANSPORT of TROOPS and STORES, deducting the Amount of Freight charged in Invoices, in the Year ended the 30th April 1852.

	£.	£.
Proportion paid in England of the Freight of Stores consigned to India	2,524	
Ditto - - - - of the Passage-money of Troops to India -	7,177	
Preserved Provisions, Grocery, Bedding and other Supplies for the use of the Troops on the Voyage - - - - -	2,914	
Proportion paid in England of the Passage-money of Troops homeward (Invalids) - - - - -	6,801	
Medical Attendance upon Troops on Homeward Voyage (payable in England) - - - - -	899	
Weight of various articles consigned to England - - - - -	17	
Expenses connected with the examination of Troop and Store Ships, and the embarkation of Troops proceeding to India - - - - -	490	
	£. 20,822	
Sale Produce of unexpended Stores from Troop Ships engaged in India - - - - -	377	
Troops - - - - -	£. 18,394	
Stores - - - - -	2,051	
		20,445
Deduct,—The Amount of Freight payable upon the Consignments of Stores, charged in the Invoices per Account, No. 34 - - - - -		6,560
	£.	13,885

No. 33.

GENERAL ABSTRACT ACCOUNT of the Particulars comprised under the Head of CHARGES GENERAL, in the Statement of the Home Expenditure (Nos. 12 & 13), in the Year ended the 30th April 1852.

Board of Commissioners for the Affairs of India: Salaries of the President and Officers of the Board; and Superannuation Allowances granted by Warrant of the Crown, under Act 53 Geo. 3, c. 155, s. 91 - - - - -	£.	
Salaries of the Court of Directors of the East India Company - - - - -		28,386
Contingent Expenses of the Courts of Directors and Proprietors, consisting of Repairs to the East India House, Taxes, Rates and Tithes; Coals, Candles, Printing, Stationery, Bookbinding, Stamps, Postage, and various Petty Charges - - - - -		7,530
Salaries and Allowances of the Secretaries and Officers of the Court of Directors, deducting 2,693 £, the Amount applied from the Fee Fund in part payment thereof - - - - -		26,775
Annuity and Pensioners: Annuities and Pensions for Civil, Judicial, Military and Maritime Services, including Compensation Annuities to late Commercial Servants, granted under the Act 3 & 4 Will. 4, c. 85 - - - - -		94,413
Haileybury College:		200,431
Charge - - - - -	£. 19,171	
Received from Students - - - - -	7,181	
Net Charge - - - - -		11,990
Military Seminary at Addiscombe:		
Charge - - - - -	£. 23,191	
Received from Cadets, &c. - - - - -	18,113	
Net Charge - - - - -		4,778
Recruiting Charges, &c.: Pay of Officers and Non-Commissioned Officers of the Depot at Warley and in the Recruiting Districts; Pay of Recruits previous to Embarkation; Bounty, Clothing, Arms, Accommodations, &c., including Expenses of Engineer Cadets and Recruits studying the Art of Sapping and Mining at Chatham - - - - -		32,172
Passage and Outfit to Commander-in-Chief of Madras, Member of the Supreme Council of India, Bishop of Bombay, Aides-de-Camp, Chaplains, Officers in charge of Recruits, Officers in Her Majesty's Service proceeding to join their Regiments, Veterinary Surgeons, Volunteers for the Pilot Service, &c.:		
Military - - - - -	£. 12,725	
Marine - - - - -	139	
Member of Council of India and Bishop of Bombay - - - - -	1,700	
Charges of the Store Department, Articles for use in the Inspection of Military and other Stores, also Pay of Labourers employed in the Department of the Inspector of Stores, Wharfage, Cartage, &c. - - - - -		11,564
Lord Clive's Fund: Charge for Pensions, &c., deducting 2,451 £ interest, allowed on the Balance of Unclaimed Prize Money in the Home Treasury, made applicable to that Fund - - - - -		5,090
Expenses attending the Exhibition of the Industry of all Nations, deducting 1,276 £, the proceeds of Articles sold in the Year 1851-52 - - - - -		70,290
Law Charges - - - - -		3,886
Sundry Expenses incurred in view to the improvement of the Cultivation and Manufacture of Cotton, &c. in India - - - - -		5,472
Maintenance of Lunatics - - - - -		874
Balance paid to a Proprietor of Private Trade Goods (late Commercial Affairs of the Company) - - - - -		6,312
Miscellaneous: Consisting of Expenses of Overland and Ships' Packets, Maintenance of Natives of India, Donations to the Bengal Civil Fund, and to the Widows' Funds for the Home Service, Donations for Services, Relief, &c., and other Contingent Charges - - - - -		261
	£.	8,696
RECEIPTS and CREDITS at Home taken in Reduction of the Aggregate Amount of Charge under the head of "Charges General."		521,922
Per-centages added to Invoices, for Expenses of Establishments maintained for the provision and examination of Export Stores, per Account, No. 34 - - - - -	£. 7,201	
Profit realised from the Temporary Investments of the Surplus Home Cash Balances, deducting 12,272 £, the Amount of interest allowed to the Credit of the Poplar Fund on its Balances, and on Amount of Unclaimed Prize Money applicable to Lord Clive's Fund, remaining in the Home Treasury - - - - -		24,504
		31,708
	£.	490,211

No. 34.
GENERAL ABSTRACT ACCOUNT OF STORES EXPORTED TO India in the Year ended 30th April 1852.

	B E N G A L.				M A D R A S.				B O M B A Y.				TOTAL Invoice Amount of Stores Exported.
	Cost.	Establishment and Shipping Charges.	Freight.	TOTAL.	Cost.	Establishment and Shipping Charges.	Freight.	TOTAL.	Cost.	Establishment and Shipping Charges.	Freight.	TOTAL.	
CIVIL STORES:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Stationery - - - - -	16,376	491	230	17,097	7,729	222	114	8,075	4,017	121	90	4,228	29,400
Mint Stores - - - - -	25,151	755	709	26,615	-	-	-	-	236	7	86	329	26,944
Miscellaneous ditto - - -	524	16	1	541	435	13	6	454	975	29	46	1,050	2,045
	42,051	1,262	940	44,253	8,164	245	120	8,529	5,228	157	222	5,607	58,389
MILITARY STORES:													
Hospital Stores - - - - -	7,927	238	94	8,259	6,763	203	91	7,057	4,649	140	45	4,834	20,150
Miscellaneous ditto - - -	57,917	1,737	1,083	60,737	47,579	1,427	537	49,543	28,607	853	1,541	31,006	141,286
Horses - - - - -	1,306	-	294	1,600	-	-	-	-	-	-	-	-	1,600
	67,150	1,975	1,471	70,596	54,342	1,630	628	56,600	33,256	998	1,586	35,840	169,036
Marine Stores - - - - -	9,464	284	374	10,122	135	4	6	145	21,630	649	1,213	23,492	33,759
TOTAL Amount of Stores } Exported - - - - -	118,665	3,521	2,785	124,971	62,641	1,879	754	65,274	60,111	1,804	3,021	64,939	255,184

Total Invoice Amount of Stores, as above -	£.	255,184
Deduct Cost of Copper used for Coinage in India, included as Charge upon the Revenues in the Invoice Amount of Mint Stores consigned } from England, but now deducted as having augmented the Cash Balances in the Indian Treasuries to the extent of the Amount coined - }	£.	67,016
	£.	188,168

East India House,
25 May 1854.

James C. Melvill,
Secretary.

• REVENUES (INDIA).

•
AN ACCOUNT exhibiting, in Sterling Money, the
GROSS and NET REVENUES of *India*, distin-
guishing the several Presidencies, &c., for the
Year ended the 30th day of April 1852; &c.

•
(*Sir Charles Wood.*)

•
Ordered, by The House of Commons, to be Printed,
26 May 1854.

EAST INDIES.

RETURN

To an Order of the HOUSE OF LORDS, dated 17th March 1853,

FOR

• RETURN of the OFFICERS in each COURT of JUSTICE in INDIA, the fixed SALARY of each, if any, and the AMOUNT of FEES, as far as the same can be given, upon each Process: Also,

The total Amount of FEES RECEIVED by each OFFICER on the AVERAGE of THREE YEARS, and also AMOUNT of the STAMP DUTIES taken upon PROCEEDINGS in CIVIL SUITS in the several COURTS of JUSTICE in INDIA, showing the Amount of separate Duty in each Class of Suits.

East India House, }
5th April 1853. }

JAMES C. MELVILL.

Note.—Of the Information called for in this Order the Records of the East India House furnish only a “Return of the Officers in each Court of Justice in India and the fixed Salary of each.” The Officers in the Company’s Courts do not receive Fees except for the Registration of Deeds, and no Returns of such Fees are furnished.

Ordered to be printed 7th April 1853.

L I S T.

	Page
Judicial Establishments, Bengal - - - - -	5
Judicial Establishments, North-western Provinces - - - - -	61
Judicial Establishments, Madras - - - - -	87
Judicial Establishment, Bombay - - - - -	124

East India House, }
5th April 1853. }

T. L. PEACOCK,
Examiner of India Correspondence.

JUDICIAL ESTABLISHMENTS, BENGAL.

				Monthly Total.		
SUPREME COURT OF JUDICATURE.				R.	A.	P.
Sir L. Peel, Knight, Chief Justice	-	-	-	-	-	-
Sir A. W. Bullock, Knight, Puisne Judge	-	-	-	-	-	-
Sir J. W. Colville, Knight, ditto	-	-	-	-	-	-
				6,945	9	6
				5,209	3	0
				5,209	3	0
<i>Chief Interpreter's Office.</i>						
J. W. Brown, officiating Interpreter and Translator	-	-	-	800	0	0
ESTABLISHMENT.						
Sreengath Dutt, Assistant Translator	-	-	-	75	0	0
Esserchunder Dey, Writer	-	-	-	20	0	0
Annundchunder Mookerjee, ditto	-	-	-	10	0	0
Abdool Suttor, Moonshee	-	-	-	15	0	0
Soodaram Pundit, Pundit	-	-	-	20	0	0
				140	0	0
						940 0 0
G. Aviet, Assistant Interpreter	-	-	-	600	0	0
M. Siret, Portuguese, ditto	-	-	-	100	0	0
Do. Tipstaff	-	-	-	80	0	0
						780 0 0
<i>Judge's Clerks.</i>						
James Curnin, Clerk to the Chief Justice	-	-	-	500	0	0
T. H. Dickens, Clerk to the 2d Judge	-	-	-	500	0	0
R. Wm. Smith, Clerk to the 3d Judge	-	-	-	500	0	0
				1,500	0	0
ESTABLISHMENT.						
Nilmoney Dey, Assistant	-	-	-	40	0	0
Rambermo Banerjee, ditto	-	-	-	20	0	0
Tootsidoss Dey, ditto	-	-	-	20	0	0
Woomachurn Mookerjee, Sircar	-	-	-	12	0	0
2 Bramins @ 7r. each	-	-	-	14	0	0
2 Mollahs @ 7r. each	-	-	-	14	0	0
				120	0	0
						1,620 0 0
<i>Judges Establishment.</i>						
C. Owen, Interpreter	-	-	-	300	0	0
J. R. Douglas, ditto	-	-	-	300	0	0
				600	0	0
ESTABLISHMENT.						
Cooly Doss, Sircar	-	-	-	8	0	0
						608 0 0
C. Owen, Clerk to the Grand Jury	-	-	-			33 5 4
CRIER'S OFFICE.						
A. G. Aviet, Clerk	-	-	-	300	0	0
ESTABLISHMENT.						
Baneemadul Banerjee, Head Assistant	-	-	-	24	0	0
Ramcoomar Banerjee, Assistant	-	-	-	10	0	0
				34	0	0
						334 0 0
PUNDITS AND MOULVEES.						
Ramjoy Turkolankar, Pundit	-	-	-	200	0	0
Callykanth Biddabagish, ditto	-	-	-	200	0	0
				400	0	0
						400 0 0
<i>Master and Accountant General's Office.</i>						
W. Macpherson, Master in Equity and Accountant General	-	-	-	3,000	0	0
MASTER'S OFFICE ESTABLISHMENT.						
Kadarnauth Bose, Head Clerk	-	-	-	250	0	0
Modosoodun Doss, Record Keeper	-	-	-	25	0	0
Hurrechunda Mitter, Serving Writer	-	-	-	22	0	0
				297	0	0

SUPREME COURT OF JUDICATURE—continued.					Monthly Total.		
Master and Accountant General's Office—continued.					R.	A.	P.
ACCOUNTANT GENERAL'S OFFICE ESTABLISHMENT.					R.	A.	P.
Tarneesunkur Roy, Book-keeper	-	-	-	100	0	0	
Bhowanychurn Bose, Assistant ditto	-	-	-	50	0	0	
Bullychaund Dutt, ditto	-	-	-	35	0	0	
GENERAL ESTABLISHMENT.					185	0	0
Dinnonauth Chatterjea, Bill Mohurer	-	-	-	35	0	0	
1 Sircar	-	-	-	9	0	0	
1 Gungajully Bramin	-	-	-	7	0	0	
1 Duftery	-	-	-	7	0	0	
1 Hircurrah	-	-	-	7	0	0	
1 Fransh	-	-	-	6	0	0	
2 Bearers	-	-	-	10	0	0	
Sweeper	-	-	-	1	0	0	
Durwan	-	-	-	1	0	0	
					83	0	0
Registrar's Office.						565	0 0
M. F. G. Sandes, Equity Ecclesiastical and Admiralty Register	-	-	-	-	-	-	3,565 0 0
R. Lelehamber, Deputy Register	-	-	-	-	-	400	0 0
ESTABLISHMENT.							
T. Edwards, Head Assistant	-	-	-	-	200	0	0
Danaoodar Dey, Assistant	-	-	-	-	75	0	0
Bacharan Banerjea, ditto	-	-	-	-	70	0	0
Rackaldoss Mookerjea, ditto	-	-	-	-	65	0	0
S. Leslie, ditto	-	-	-	-	50	0	0
M. De Souza, ditto	-	-	-	-	40	0	0
Roopnarain Ghose, ditto	-	-	-	-	40	0	0
John Swaris, ditto	-	-	-	-	40	0	0
Petamber Doss, ditto	-	-	-	-	38	0	0
Gopallehunder Sain, ditto	-	-	-	-	38	0	0
Roopehaund Burreal, ditto	-	-	-	-	30	0	0
Nobinehunder Chuckerbutty, ditto	-	-	-	-	30	0	0
Madubehunder Mookerjea, ditto	-	-	-	-	28	0	0
Isserehunder Banerjea, ditto	-	-	-	-	26	0	0
J. L. Swaris, ditto	-	-	-	-	24	0	0
Meertunjoy Chuckerbutty, ditto	-	-	-	-	20	0	0
Hurrischunder Banerjea, ditto	-	-	-	-	20	0	0
S. Mackertiek, ditto	-	-	-	-	20	0	0
Joynarain Doss, ditto	-	-	-	-	15	0	0
Nubkissen Mitter, ditto	-	-	-	-	14	0	0
Mohesehunder Banerjea, ditto	-	-	-	-	12	0	0
Gobinehunder Nundee, ditto	-	-	-	-	12	0	0
Taruckhunder Chuckerbutty, ditto	-	-	-	-	12	0	0
Ramdoss Lahory, ditto	-	-	-	-	12	0	0
Goburdhun Chuckerbutty, Sircar	-	-	-	-	10	0	0
Peon	-	-	-	-	9	0	0
						950	0 0
Clerk of the Crown and Prothonotary's Office.							1,350 0 0
H. Holroyd, Clerk of the Crown and Prothonotary	-	-	-	-	-	2,000	0 0
ESTABLISHMENT.							
Ramtunoo Seal, Head Assistant	-	-	-	-	260	0	0
J. D. Crouch, Assistant	-	-	-	-	200	0	0
Rameomul Dutt, ditto	-	-	-	-	64	0	0
Dinobundoo Sein, ditto	-	-	-	-	55	0	0
Nobinehunder Seal, ditto	-	-	-	-	40	0	0
Nilmon Budden, ditto	-	-	-	-	27	0	0
Hulloohur Doss, ditto	-	-	-	-	20	0	0
Callydoss Moosoomdar, ditto	-	-	-	-	20	0	0
Muddoosoodun Dutt, ditto	-	-	-	-	20	0	0
Luckheerain Dhur, ditto	-	-	-	-	16	0	0
Sumbhoohunder Seal, ditto	-	-	-	-	16	0	0
Cossinauth Sein, ditto	-	-	-	-	16	0	0
Gunganarain Sing, ditto	-	-	-	-	16	0	0
Sreenauth Seal, ditto	-	-	-	-	16	0	0
Kungally Dutt, ditto	-	-	-	-	14	0	0
Modoosoodun Dhur, ditto	-	-	-	-	14	0	0
Modoosoodun Mookerjea, ditto	-	-	-	-	10	0	0
Gopeenauth Sircar, ditto	-	-	-	-	10	0	0
Gopalchunder Mookerjea, ditto	-	-	-	-	12	0	0

SUPREME COURT OF JUDICATURE—continued.					Monthl Total		
Clerk of the Crown, &c. Office Establishment—continued.					R.	A.	P.
Groochurn Ghose, Mohurer	-	-	-	-	10	0	0
1 Mohurer	-	-	-	-	8	0	0
Surroopchunder Sircar, Sircar	-	-	-	-	8	8	0
1 Duftery	-	-	-	-	7	8	0
1 Peon	-	-	-	-	7	0	0
1 ditto	-	-	-	-	6	0	0
Taxing Master and Record Keeper's Office.					893 0 0		
G. Higgins, Taxing Officer and Record Keeper	-	-	-	-	1,600	0	0
TAXING OFFICE ESTABLISHMENT.							
T. Botelho, Head Assistant	-	-	-	150	0	0	
Govindchunder Bose, Assistant	-	-	-	50	0	0	
W. Lawrence, ditto	-	-	-	40	0	0	
Noyanchunder Bose, ditto	-	-	-	40	0	0	
Roychurn Doss, ditto	-	-	-	25	0	0	
Samachurn Nundee, ditto	-	-	-	15	0	0	
1 Bramin.	-	-	-	8	0	0	
1 Peon	-	-	-	8	0	0	
RECORD KEEPER'S OFFICE ESTABLISHMENT.					336	0	0
Nubkiasen Mitter, Head Assistant	-	-	-	34	0	0	
Modoosoodun Ghose, Assistant	-	-	-	22	0	0	
1 Hirecurrah	-	-	-	4	0	0	
1 Dustman	-	-	-	4	0	0	
Sworn Clerk's Office.					64	0	0
R. O. Dowda, Sworn Clerk	-	-	-	-	1,200	0	0
ESTABLISHMENT.					400 0 0		
Baneemadub Banerjee, Head Writer	-	-	-	-	120	0	0
Rajnarain Biswas, Assistant	-	-	-	-	32	0	0
Ramecomar Banerjee, ditto	-	-	-	-	24	0	0
Bholanath Biswas, ditto	-	-	-	-	20	0	0
Callypersand Ghose, ditto	-	-	-	-	17	0	0
Kissenchunder Banerjee Sircar	-	-	-	-	11	0	0
1 Hirecurrah and 1 Duftery @ Gr. each	-	-	-	-	12	0	0
1 Bhisty	-	-	-	-	1	0	0
1 Mehter	-	-	-	-	1	0	0
Duster	-	-	-	-	0	2	0
Chief Clerk's Office Insolvent Court.					238	2	0
G. Higgins, Chief Clerk, (Salary charged under the Head of Taxing Master and Record Keeper.)	-	-	-	-			
ESTABLISHMENT.							
John D'Cruz, Head Assistant	-	-	-	-	54	0	0
J. G. D'Cruz, Assistant	-	-	-	-	27	0	0
Gopeenath Ghose, ditto	-	-	-	-	21	0	0
Bistoehunder Banerjee, ditto	-	-	-	-	21	0	0
Gungubisto Dey, ditto	-	-	-	-	17	0	0
Prosonocoomar Sircar, ditto	-	-	-	-	11	0	0
Sreekissen Holdar, ditto	-	-	-	-	21	5	4
1 Duftery	-	-	-	-	6	0	0
Clerk of Papers Office.					178	5	4
H. Holroyd, Clerk of Papers	-	-	-	-	1,000	0	0
ESTABLISHMENT.							
Kissenchunder Banerjee, Head Assistant	-	-	-	-	70	0	0
G. Reston, Assistant	-	-	-	-	34	0	0
Wooneschunder Bannerjee, ditto	-	-	-	-	22	0	0
Shreedhur Ghose, ditto	-	-	-	-	17	0	0
Moheschunder Mooharjee, ditto	-	-	-	-	15	0	0
Assistant	-	-	-	-	8	0	0
1 Hirecurrah	-	-	-	-	6	0	0
1 Duftery	-	-	-	-	1	8	0
Duster	-	-	-	-	0	2	0
					173	10	0
					1,173 10 0		

SUPREME COURT OF JUDICATURE—continued.											Monthly Total.		
Equity Examiner's Office.					R.	A.	P.	R.	A.	P.	R.	A.	P.
W. Mackpherson, Examiner of Equity.													
ESTABLISHMENT.													
M. Cockburn, Interpreter	-	-	-	-	170	0	0						
Isserchunder Chatterjea, Head Assistant	-	-	-	-	64	0	0	234	0	0	234	0	0
Receiver's Office.													
M. F. G. Sandes, Receiver	-	-	-	-	-	-	-	400	0	0			
ESTABLISHMENT.													
Obeneschunder Gangooly, Head Assistant	-	-	-	-	125	0	0						
Oroonopersaud Gangooly, Assistant	-	-	-	-	40	0	0						
Parbuttychurn Chatterjea, Cashkeeper	-	-	-	-	20	0	0						
Nobocomar Mookerjea, Moherer	-	-	-	-	10	0	0						
Modoosoodun Ghose, Sircar	-	-	-	-	10	0	0						
1 Hircurrah	-	-	-	-	6	0	0	211	0	0	611	0	0
Attorney for Paupers.													
C. G. Strettell, Attorney	-	-	-	-	-	-	-	400	0	0			
ESTABLISHMENT.													
Shamachurn Banerjea, Assistant	-	-	-	-	100	0	0						
Bacharam Doss, ditto	-	-	-	-	30	0	0	130	0	0	530	0	0
Sealer's Office.													
H. Holroyd, Sealer (No Salary).													
ESTABLISHMENT.													
Juggobundoo Dey, Assistant	-	-	-	-	17	0	0						
1 Hircurrah	-	-	-	-	6	0	0	23	0	0	23	0	0
Allowance for Chobdars for Sir Lawrence Peel, Knight Chief Justice					42	0	0						
Ditto ditto Sir A. W. Buller, Knight	-	-	-	-	28	0	0						
Ditto ditto Sir J. W. Colville, Knight	-	-	-	-	28	0	0	98	0	0	98	0	0
Meer Khoorshed Ally, Mollah					15	0	0						
Mahomed Mokeen, ditto					15	0	0	30	0	0			
Shreechurry Paneygrah, Brahmin					-	-	-	30	0	0	60	0	0
2 Naziers @ 12R. 6A. each					-	-	-	24	12	0			
Durwan					-	-	-	7	12	6			
Ditto					-	-	-	3	14	0			
1 Mehter					-	-	-	3	14	0	40	4	6
Munneeloll, Nagree Novees					-	-	-	-	-	-	19	7	5
Sheriff's Office.													
John Deffell, Sheriff					97	4	8						
A. S. J. Carruthers, Under Sheriff					150	0	0	247	4	8			
Thomas Ware, Bailiff					77	13	4						
R. Porter, ditto					77	13	4						
C. Read, ditto					77	13	4						
(Vacant) ditto stationed at Patna					80	0	0	313	8	0			
Cossy Roy, Jemadar					11	10	9						
1 Naib					7	12	9						
12 Peons					46	11	3						
7 ditto					29	4	1						
5 ditto					20	0	0						
1 Chowkcedar					4	2	11						
1 Durwan					3	14	3						
1 Mehter					3	10	4						
2 Peons for Sheriff @ 5R. each					10	0	0						
2 ditto for Under Sheriff @ 5R. each					10	0	0	147	2	4			

SUPREME COURT OF JUDICATURE—continued.					Monthly Total.		
Court House.					R.	A.	P.
2 Mollies @ 4r. 2A. 10½p. each	-	-	-	8 5 9			
1 Fraush	-	-	-	5 3 7			
1 do	-	-	-	5 0 0			
1 Durwan	-	-	-	4 0 0			
2 Mehters @ 4r. each	-	-	-	8 0 0			
					30	9	4
						491	3 8
							738 8 4
Company's Rupees							37,031 10 5
LAW OFFICERS.							
C. R. M. Jackson, Advocate-General to the Honourable Company Establishment	-	-	-	3,135 0 0 313 8 0			
A. Grant, Attorney to the Honourable Company including Establishment.	-	-	-	2,000 0 0		3,448	8 0
Preparer of criminal Process issued by the Mofussil Authorities, and endorsed by the Judge of the Supreme Court	-	-	-	50 0 0			
C. R. Prinsep, Standing Counsel to the Honourable Company	-	-	-			2,050 0 0 1,333 5 4	
Company's Rupees							6,831 13 4
SUDDER DEWĀNNEE AND NIZAMUT ADAWLUT.							
A. Dick, Judge (on Leave)	-	-	-			4,350	0 0
Sir R. Barlow, Bart., ditto	-	-	-			4,350	0 0
W. B. Jackson, ditto	-	-	-			4,350	0 0
J. R. Colvin, ditto	-	-	-			4,350	0 0
J. Dunbar, ditto (on Leave)	-	-	-			4,350	0 0
B. J. Colvin, Register	-	-	-			2,500	0 0
General Establishment.							24,250 0 0
R. Stuart, Uncovenanted Assistant Register	-	-	-	500 0 0			
J. R. Fraser, ditto 2d Assistant	-	-	-	350 0 0			
C. Martin, Record Keeper	-	-	-	300 0 0			
J. Carran, Endorser and Drafter of Letters	-	-	-	250 0 0			
T. Keelan, Examiner of periodical Returns	-	-	-	200 0 0			
A. M'Culloch, 1st Examiner	-	-	-	175 0 0			
J. H. Belchambers, 2d ditto	-	-	-	150 0 0			
J. W. Duff, 3d ditto	-	-	-	100 0 0			
J. Augustin, 4th ditto	-	-	-	75 0 0			
A. Vallante, Diary Keeper	-	-	-	150 0 0			
Neelmoney Banerjee, Deputy Record Keeper	-	-	-	100 0 0			
F. C. D. Rozario, Assistant to the Record Keeper	-	-	-	100 0 0			
Ramnursing Koar, Accountant and Stationery Keeper	-	-	-	80 0 0			
Faqueer Chand Sing, Precept Clerk	-	-	-	125 0 0			
Hissenpersand Ghose, Dockets and Despatches Criminal Trials	-	-	-	78 6 0			
Goluckchunder Ghose, Despatcher of Letters, &c.	-	-	-	73 2 5			
Cassinauth Doss, Preparer Civil Reports and Statements	-	-	-	45 0 0			
Seebchunder Dutt, Assistant to the Record Keeper	-	-	-	32 4 0			
Kissenchunder Ghose, keeps Nizamut Orders Book	-	-	-	20 0 0			
Isserchunder Banerjee, fills up Lithographic Letters, &c.	-	-	-	30 0 0			
Joykissen Bysack, Writer of Envelopes	-	-	-	20 0 0			
Nusseemooddeen, Assistant in the Precept Department	-	-	-	20 0 0			
Urjoon Roy, Arranger of Records	-	-	-	16 0 0			
Bindabun Roodoor, Librarian	-	-	-	15 0 0			
Sheikh Golam Hossein, Arranger of Records	-	-	-	10 0 0			
Thakoordass, Peon Maker	-	-	-	10 0 0			
4 Coolies for drying and airing Records	-	-	-	16 8 0			
1 Bookbinder	-	-	-	7 13 6			
2 Dufteries, @ 5 r. each	-	-	-	10 0 0			
6 Chupprassies, @ 5r. each	-	-	-	30 0 0			
2 ditto @ 5r. each	-	-	-	10 0 0			
						3,099	1 11
Moulvee Abdool Sumud, Translator of Decisions	-	-	-	400 0 0			
Sapachurn Sircar, ditto	-	-	-	400 0 0			
Molovee Abdool Jubbar, Assistant to the Translators	-	-	-	250 0 0			
						1,050	0 0

SUDDER DEWANEE AND NIZAMUT ADRAWLUT—continued.

General Establishment—continued.

	R.	A.	P.	R.	A.	P.	Monthly Total.
							R. A. P.
Annundehunder Bose, Native Deputy Registrar, with Establishment	500	0	0				
Hurymohun Chuckerbutty, Sheristadar	300	0	0				
Kissenpersand Seid, Deputy ditto	50	0	0				
Annundmohun Mozoomdar, 2d ditto	50	0	0				
Durb Sing Doss, Oriah Interpreter	50	0	0				
Golam Punjtun, Moonshee	30	0	0				
Moonshee Abas Ally, Return Noves	26	2	0				
Abdool Huck, acting for Molovee Gelam Ally, ditto	25	0	0				
Mahomed Tyal, ditto	20	0	0				
Joypopaul Ghose, ditto	20	0	0				
Hurrynath Sein, Perwanna	25	0	0				
Mahomed Ahson, Khurcha	20	0	0				
Moonshee Ameer Ally, Nuajeema	20	0	0				
Radakissen Shome, Nuajeema Novces	25	0	0				
Rasbeharry Kooar, Nagree Novces	25	0	0				
Surroopchunder Doss, Kurcha Novces	20	0	0				
Moonshee Usmuttoollah, Nuajeema Mohurer	20	0	0				
Obhlopchurn Shome, Ditto	20	0	0				
Rujchunder Mookerjee, Decreejaree	20	0	0				
Woomachurn Mitter, ditto	20	0	0				
Muddoosoodun Biswas Nuajeema	20	0	0				
Umbeekachurn Ghose, ditto	20	0	0				
Golam Sufdar, Stamp	20	0	0				
2 Dufteries	10	0	0				
2 Hurcurrahs @ 5r. each	10	0	0				
				1,366	2	0	
Samachurn Sein, Peishkar	100	0	0				
Groodoss Sein	100	0	0				
Nubbogopaul Mullick, ditto	100	0	0				
Annundloll Roy, ditto	100	0	0				
Bhugwanchunder Roy	100	0	0				
Moonshee Eson Ally, Reader	60	0	0				
Mothooranauth Mullick, ditto	60	0	0				
Moonshee Udent Jama, ditto	50	0	0				
Moonshee Osruff Ally, ditto	50	0	0				
Govindehunder Shome, ditto	50	0	0				
Molovy Golam Esaw, ditto	40	0	0				
Molovy Abdool Hamed, ditto	40	0	0				
Mahtabooddeen, ditto	40	0	0				
Annundbaharee Roy, ditto	40	0	0				
Moheshchunder Roy, Head Mohurer	35	0	0				
Jadubchunder Roy, 2d ditto	35	0	0				
Moonshee Kassein Ally, Mohurer	20	0	0				
Abdool Wahed Khan, ditto	20	0	0				
Radanauth Roy	20	0	0				
Abdool Kurreem, ditto	20	0	0				
Mahomed Uzhur, ditto	20	0	0				
Lallmohun Chowdry, ditto	20	0	0				
5 Dufteries @ 5r. each	25	0	0				
				1,145	0		
Ramsoonder Doss, acting for Rogoonath Doss, Record Keeper of Regular Appeals	40	0	0				
Mooraleemohun Mitter, acting for Ramsoonder Doss, Deputy ditto	30	0	0				
Chunderkanth Roy, Mohurer	20	0	0				
Obhoychurn Chuckerbutty, ditto	20	0	0				
Sreenauth Banerjee, ditto	20	0	0				
Koylasnath Mitter, ditto	20	14	4				
Roykissore Shome, ditto	20	0	0				
Golam Akbar	20	0	0				
Ramnarain Dey, ditto	20	0	0				
Petamber Chuckerbutty, ditto	20	14	4				
Fuzul Ahmad, ditto	20	0	0				
Sreenauth Banerjee, acting for Mooralmohun Mitter, ditto	20	0	0				
Moonshee Rajaub Ally, ditto	20	14	4				
Mahomed Mitter, ditto	20	0	0				
2 Dufteries @ 5r. each	10	0	0				
4 Coolies @ 4r. each	16	0	0				
				338	11	0	
Sectanauth Bose, Record Keeper of Summary Appeals	40	0	0				
Mothoormohun Bose, Deputy ditto	30	0	0				
Gungabisseen Ghose, Mohurer	20	0	0				
Bhoobunmohun Roy, ditto	20	0	0				
Luekeenarain Goopt, ditto	20	0	0				
Taradoss Mustafee, ditto	20	0	0				

SUDDER DEWANEE AND NIZAMUT ADAWLUT—continued.

General Establishment—continued.

	R.	A.	P.	R.	A.	P.	Monthly Total.
							R. A. P.
Moonshee Dust Ally, Mohurer	20	0	0				
2 Coolies	8	2	9				
1 Duftery	5	0	0				
				183	2	9	
Gourgopaul Bysack, Treasurer	30	0	0				
Gungadhur Soor, Deputy ditto	20	0	0				
Nemychurn Sircar, Mohurer	20	0	0				
				70	0	0	
Molovee Fuzloor Ruhman, Cazeool Coozat	300	0	0				
Abdool Baurjee, Carzee of Calcutta	156	12	0				
Vaideemath Misser, Pundit	250	0	0				
Ramapersand Roy Bahadoor, Government Pleader	300	0	0				
1 Junior ditto (undrawn)	300	0	0				
Abdool Futteh, acting for Mahomed Uzgar, 1st Mohurer	20	0	0				
Moonshee Nissat Ally, 2d ditto	20	0	0				
2 Chupprassies @ 5r. each	10	0	0				
				1,356	12	0	
James Farrell, Bailiff	100	0	0				
Moonshee Golam Mustafa Nazier	30	0	0				
4 Peons for Register	20	3	7				
3 Chupprassies for Nazier's Office @ 5r. each	15	0	0				
1 Jemadar	8	0	0				
4 Burkundauzes for Treasury Guard @ 5r. each	20	0	0				
1 Jemadar	8	0	0				
1 Naib Jemadar	6	0	0				
5 Chobdars for Judges @ 8r. each	40	0	0				
5 Sotaburdars for ditto @ 6r. each	30	0	0				
10 Chupprassies for ditto @ 5r. each	50	0	0				
10 Burkundauzes for Court House Guard @ 5r. each	50	0	0				
2 Bhisties @ 5r. each	10	0	0				
4 Mehters @ 4r. each	16	0	0				
3 Gardeners	13	3	7				
2 Fraushes	12	8	6				
2 Durwans	8	0	0				
				436	15	8	
							9,045 13 4
Company's Rupees	-	-	-	-	-	-	33,295 13 4

JUSTICES OF THE PEACE.

W. H. Elliott, Chief Magistrate	2,500	0	0				
J. Hume, Senior Magistrate	2,000	0	0				
Roy Hurrochunder Ghose, Junior Magistrate	800	0	0				
				5,300	0	0	
W. T. Law, Superintendent of Calcutta Police	-	-	-	1,000	0	0	
							6,300 0 0

Chief Magistrate's Office.

W. L. Harwood, Head Clerk	300	0	0				
Rajcoomar Roy, Assistant	100	0	0				
Shamchurn, Sein, ditto	100	0	0				
Baneemadub Doss, ditto	90	0	0				
C. Dennehy, ditto	52	0	0				
P. Brown, Inspector of Godowns for reception of Gunpowder	30	0	0				
Gooroochurn Sircar, Persian Moonshee	15	0	0				
Golan Sufdar, Mahomedan Burying Ground Moonshee	10	0	0				
1 Duftery	8	5	9				
1 Ditto	8	0	0				
1 Office Peon	5	3	6				
1 Crier	4	0	0				
4 Mehters @ 4 each	16	0	0				
8 Peons, attending on the Chief Magistrate @ 5 each	40	0	0				
				778	9	3	

ACCOUNTANT AND CASHIER'S DEPARTMENT.

T. G. Swinden, Accountant	200	0	0				
Hurrychurn Doss, Assistant	80	0	0				
Brojogopaul Banerjee, Writer	40	0	0				
(Vacant), Cashier	60	0	0				
Punchanund Banerjee, Potdar	10	0	0				
1 Duftery	8	0	0				
1 Office Peon	5	3	6				
				403	3	6	

JUSTICES OF THE PEACE—continued.					Monthly Total.		
Chief Magistrate's Office—continued.					R.	A.	P.
CHIEF MAGISTRATE'S JUDICIAL DEPARTMENT.							
W. H. Grant, Judicial Clerk and Interpreter	-	-	-	-	175	0	0
Gopeemohun Chatterjee, Assistant	-	-	-	-	31	5	6
Lokenauth Dutt, ditto	-	-	-	-	20	0	0
1 Peon	-	-	-	-	5	3	6
<i>Senior Magistrate's Office.</i>					231 9 0		
C. D. Cooper, Judicial Clerk	-	-	-	-	125	0	0
W. Burroughs, Interpreter	-	-	-	-	150	0	0
Modosoodun Banerjee, Writer	-	-	-	-	41	12	9
Doyalchaund Bose, ditto	-	-	-	-	52	4	0
Sreenauth Dutt, ditto	-	-	-	-	40	0	0
Goluckhunder Banerjee, ditto	-	-	-	-	31	5	6
Jodoonauth Mookerjee, ditto	-	-	-	-	30	0	0
1 Duftery	-	-	-	-	8	0	0
5 Orderly Peons @ 5r. each	-	-	-	-	25	0	0
<i>Junior Magistrate's Office.</i>					503 6 3		
J. P. Namoy, Interpreter	-	-	-	-	170	0	0
C. J. Cock, Judicial Clerk	-	-	-	-	125	0	0
A. Gego, Interpreter and Assistant Clerk	-	-	-	-	120	0	0
Jointychunder Sein, Writer	-	-	-	-	40	0	0
Bissachur Mitter, ditto	-	-	-	-	30	0	0
Ramkissen Chatterjee, ditto	-	-	-	-	30	0	0
1 Duftery	-	-	-	-	8	0	0
5 Orderly Peons @ 5r. each	-	-	-	-	25	0	0
<i>Honorary Magistrate's Office.</i>					548 0 0		
1 Personal Peon	-	-	-	-	5	3	6
4 ditto @ 5r. each	-	-	-	-	20	0	0
					25 3 6		
					2,489 15 6		
Company's Rupees					8,789 15 6		
COURT OF SMALL CAUSES.							
Macleod Wylie, 1st Judge	-	-	-	-	1,500	0	0
C. W. Brietzcke, 2d ditto	-	-	-	-	1,000	0	0
Personal Allowance	-	-	-	-	463	0	0
					1,463 0 0		
Russomoy Dutt, 3d ditto	-	-	-	-	1,000	0	0
Personal Allowance	-	-	-	-	200	0	0
<i>Court Establishment.</i>					1,200 0 0		
J. King, Clerk of the Court	-	-	-	-	750	0	0
M. Uvedale, Assistant Clerk	-	-	-	-	300	0	0
O. Temple, 1st Judge's Clerk	-	-	-	-	250	0	0
J. Piaggio, 2d ditto	-	-	-	-	200	0	0
E. King, 3d ditto	-	-	-	-	200	0	0
J. W. Brown, 1st Interpreter (on leave).	-	-	-	-	150	0	0
A. E. Manly, Officiating ditto	-	-	-	-	100	0	0
Ramkannye Sein, 2d Interpreter	-	-	-	-	150	0	0
J. De Cruz, Record Keeper	-	-	-	-	80	0	0
J. A. Maundrell, Officiating Deputy ditto	-	-	-	-	25	0	0
Moheschunder Ghose, Assistant ditto	-	-	-	-	40	0	0
Nobinchunder Doss, English Writer	-	-	-	-	30	0	0
Gresschunder Mokerjea, ditto	-	-	-	-	26	0	0
Annundchunde Mokerjea, Keeper of Register of Costs	-	-	-	-	16	0	0
Callachaund Buttarcharjee, Examiner of Suitors disputed Accounts	-	-	-	-	7	0	0
1 Oriah, ditto	-	-	-	-			
<i>Nazier's Department.</i>					2,324 0 0		
Aunnodapers Mookerjea, Nazier	-	-	-	-	70	0	0
Shaik Dyon, Native Bailiff	-	-	-	-	15	0	0
Burro Hingern, ditto	-	-	-	-	15	0	0
Cazee Moneeruddy, ditto	-	-	-	-	15	0	0
Amanwoollah, ditto	-	-	-	-	15	0	0
Edoo, ditto	-	-	-	-	15	0	0
Aradatoollah, ditto	-	-	-	-	15	0	0
Afazuddy, ditto	-	-	-	-	15	0	0

COURT OF SMALL CAUSES—continued.					Monthly Total.		
Nazier's Department—continued.					R.	A.	P.
Rozob Ally, Native Bailiff	-	-	-	-	15	0	0
Sumbo Ghose, ditto	-	-	-	-	12	0	0
Shaik Ausmutoollah, ditto	-	-	-	-	12	0	0
Josseemuddy, ditto	-	-	-	-	12	0	0
Caumel, ditto	-	-	-	-	12	0	0
Seetul Sing, ditto	-	-	-	-	12	0	0
Ahmud Khan, ditto	-	-	-	-	12	0	0
Ausgur, ditto	-	-	-	-	12	0	0
Shaik Jameeruddy Burro, ditto	-	-	-	-	12	0	0
Kefatoollah, ditto	-	-	-	-	12	0	0
Kootubuddy, ditto	-	-	-	-	12	0	0
Allymuddy, ditto	-	-	-	-	10	0	0
Jetoololl, ditto	-	-	-	-	10	0	0
Shaik Moneeruddy, ditto	-	-	-	-	10	0	0
Bokawollah, ditto	-	-	-	-	10	0	0
Shaik Sherazuddy, ditto	-	-	-	-	10	0	0
Myzuddoen, ditto	-	-	-	-	10	0	0
Kumoo, ditto	-	-	-	-	10	0	0
Harastoollah, ditto	-	-	-	-	10	0	0
Golam Ausgur, ditto	-	-	-	-	10	0	0
Rajroop Chowdry, ditto	-	-	-	-	10	0	0
BUXEES AND MOHURERS.					410	0	0
Bhogoban Chunder Bose, Buxee and Mohurer	-	-	-	-	25	0	0
Issenchunder Sing, ditto	-	-	-	-	20	0	0
Modosoodun Mitter, ditto	-	-	-	-	20	0	0
Samachurn Mitter, ditto	-	-	-	-	20	0	0
Nursingchunder Sing, ditto	-	-	-	-	16	0	0
Chunder Choosun Mookerjea, ditto	-	-	-	-	14	0	0
Rajkissore Sein, ditto	-	-	-	-	16	0	0
Khellermohun Gangoolly, ditto	-	-	-	-	16	0	0
Collyprosunno Panbit, ditto	-	-	-	-	12	0	0
Rainshun Mitter, ditto	-	-	-	-	12	0	0
Juggutchunder Mookerjea, Jail Sircar	-	-	-	-	16	0	0
Nimchaund Mookerjea, Assistant ditto	-	-	-	-	12	0	0
Modon Ghose, Native Bailiff	-	-	-	-	10	0	0
Roheemuddy, ditto	-	-	-	-	10	0	0
3 Jemadars, @ 8n. each	-	-	-	-	24	0	0
Levy and Distraint Department.					243	0	0
J. H. Michael, Head Bailiff	-	-	-	-	200	0	0
J. Wolfe, Bailiff	-	-	-	-	150	0	0
J. W. Robinson, ditto	-	-	-	-	100	0	0
N. P. Hassell, ditto	-	-	-	-	100	0	0
E. Newton, ditto	-	-	-	-	100	0	0
W. Lancaster, ditto	-	-	-	-	100	0	0
T. Doran, ditto	-	-	-	-	100	0	0
J. Augur, ditto	-	-	-	-	100	0	0
Govindchunder Dey, Distraint Writer	-	-	-	-	35	0	0
Hurreddoss Sein, Assistant ditto	-	-	-	-	20	0	0
Chundychurn Dhur, Seal Sircar	-	-	-	-	25	0	0
Modunmohun Mitter, ditto	-	-	-	-	16	0	0
Sujonchunder Roy	-	-	-	-	10	0	0
(Vacant)	-	-	-	-	10	0	0
Process Department.					1,066	0	0
SUMMONS OFFICE.							
Shaik Nessar Ahmud, English Writer	-	-	-	-	30	0	0
Tarucknath Bose, ditto	-	-	-	-	25	0	0
Issurchunder Chatterjea, ditto	-	-	-	-	24	0	0
Woomachurn Paul, ditto	-	-	-	-	20	0	0
Gunganarain Bysack, ditto	-	-	-	-	20	0	0
Turaprosunno Chatterjea, ditto	-	-	-	-	20	0	0
Shamaprosunno Chatterjea, ditto	-	-	-	-	18	0	0
Rajmohun Dutt, ditto	-	-	-	-	16	0	0
Umbicachurn Ghose, ditto	-	-	-	-	12	0	0
Gunganarain Banerjea, Bengallee Writer	-	-	-	-	25	0	0
Gunganarain Ghose, ditto	-	-	-	-	16	0	0
Nobinchunder Banerjea, ditto	-	-	-	-	12	0	0
Greeschunder Banerjea, ditto	-	-	-	-	10	0	0
Collypersand Mitter, ditto	-	-	-	-	10	0	0
Sumboochunder Ghose, ditto	-	-	-	-	10	0	0

COURT OF SMALL CAUSES—continued.				Monthly Total		
Process Department, Summons Office—continued.				R.	A.	P.
Nilmadub Buxee, Bengallee Writer	-	-	-	10	0	0
Buneymadub Ghosa, ditto	-	-	-	10	0	0
Limbicachurn Mookerjee, ditto	-	-	-	10	0	0
SUBPENA OFFICE.						
Collyseunker Nundy, English Writer	-	-	-	25	0	0
Denobundoo Bhuttacharjoe, Bengallee Writer	-	-	-	10	0	0
Isserehunder Mookerjee, ditto	-	-	-	10	0	0
Turneechurn Chuckerbutty, ditto	-	-	-	10	0	0
Seebchunder Roy, ditto	-	-	-	10	0	0
List of Writers.						
Gunganarain Holdar, English Writer	-	-	-	25	0	0
Buneymadub Mookerjee, ditto	-	-	-	20	0	0
Chundercoomar Chowdry, ditto	-	-	-	18	0	0
Degamber Bose, Bengallee Writer	-	-	-	16	0	0
Purmessur Sircar, ditto	-	-	-	16	0	0
Cash Office.						
Ummernoth Mitter, Cash Keeper	-	-	-	100	0	0
Russickloll Mitter, Deputy ditto	-	-	-	20	0	0
Haranchunder Bose, Mohurer	-	-	-	16	0	0
Bistoobungso Paulit, ditto	-	-	-	16	0	0
Hurrynarain Dey, ditto	-	-	-	12	0	0
Ramtaram Sandel, ditto	-	-	-	10	0	0
Nileomul Banerjee, Podar	-	-	-	10	0	0
Mittonjoy Laha, ditto	-	-	-	10	0	0
Monmohun Bose, Mohurer, District Department	-	-	-	12	0	0
Jurnojoy Ghose, ditto	-	-	-	10	0	0
Denouath Ghosaul, ditto	-	-	-	10	0	0
Account Department.						
Isserehunder Chunder, Accountant	-	-	-	80	0	0
Isserehunder Mitter, Writer	-	-	-	35	0	0
Seebkissen Mookerjee, ditto	-	-	-	35	0	0
Horrowchunder Ghuttuck, ditto	-	-	-	20	0	0
Doyalchand Laha, ditto	-	-	-	20	0	0
Kadarnath Bose, ditto	-	-	-	20	0	0
Jugzodishar Mookerjee, ditto	-	-	-	20	0	0
Khettermohun Dharral, ditto	-	-	-	20	0	0
Goneschunder Chuckerbutty, ditto	-	-	-	20	0	0
Radakunt Sein, ditto	-	-	-	18	0	0
Dwarkanath Bose, ditto	-	-	-	16	0	0
Dwarkanath Laha	-	-	-	16	0	0
Servants and Dufteries.						
Ramlochan Dutt, Duftery	-	-	-	12	0	0
4 Dufteries	-	-	-	24	0	0
3 Durwans	-	-	-	16	0	0
4 Servants	-	-	-	18	0	0
3 Fraushes	-	-	-	15	0	0
3 Mollies	-	-	-	14	3	7
4 Hurcurrahs	-	-	-	20	0	0
20 Burkundauzes	-	-	-	120	0	0
Company's Rupees						
ASSAM COMMISSIONERSHIP, NORTHERN PARTS OF RUNGPORE OR GOWHATTY.						
Lieut.-Col. F. Jenkins, Commissioner and Agent to the Governor-General				2,000	0	0
Deduct Military Pay chargeable to the Military Department				298	2	7
				1,701	13	5
Deduct Two Thirds chargeable to the General and Revenue Department				1,134	8	11
				567	4	6
				567	4	6

ASSAM COMMISSIONERSHIP, NORTHERN PARTS OF RUNGPORE OR GOWILATY—continued.								Monthly Total.		
	R.	A.	P.		R.	A.	P.	R.	A.	P.
Captain H. Vetch, Deputy Commissioner - - -	1,500	0	0							
Deduct Military Pay chargeable to the Military Department - - -	121	12	0							
	1,378	4	0							
Deduct One Half chargeable to the Revenue Branch - - -	689	2	0		689	2	0	689	2	0
C. Simons, Apothecary - - -								145	0	0
<i>English Office.</i>										
H. L. Michell, Head Clerk - - -					100	0	0			
Mothoormohun Mitter, 2d ditto - - -					50	0	0			
Nundram, 3d ditto - - -					15	0	0			
Shamachurn Bose, 4th ditto - - -					15	0	0			
Goraye, Duftery - - -					10	0	0			
2 Chupprassies @ 3r. each - - -					6	0	0			
								196	0	0
<i>DEWANEE SHERISTAH.</i>										
Joygopaul, Sheristadar - - -					50	0	0			
Tilluckchunder, Peishkar - - -					30	0	0			
Abdolsumud, Mohafiz - - -					25	0	0			
Ramkissore, Head Mohurer - - -					15	0	0			
Doorbadutti, 2d ditto - - -					12	0	0			
Govindram, 3d ditto - - -					10	0	0			
Doorgnauth, 4th ditto - - -					10	0	0			
Brojonauth, 5th ditto - - -					10	0	0			
1 Duftery - - -					4	0	0			
1 Chupprassy - - -					3	0	0			
								169	0	0
<i>FOUNDAWREE SHERISTAH.</i>										
Ramsurn, Sheristadar - - -					50	0	0			
Goluck Roy, Peishkar - - -					30	0	0			
Doorgadass, Mohafiz - - -					25	0	0			
Nobinchunder, Head Mohurer - - -					15	0	0			
Bhorutram Doss, 2d ditto - - -					12	0	0			
Debram, 3d ditto - - -					10	0	0			
Komulnauth, 4th ditto - - -					10	0	0			
Sitananth, 5th ditto - - -					10	0	0			
1 Duftery - - -					4	0	0			
1 Chupprassy - - -					3	0	0			
								169	0	0
<i>FOR BOTH COURTS AND OFFICE.</i>										
Hurromohun Pundit, Government Vakeel - - -					20	0	0			
Gournath Mozoomdar, Treasurer's Mohurer - - -					10	0	0			
1 Jemadar - - -					8	0	0			
4 Chupprassies @ 6r. each - - -					24	0	0			
4 Ditto @ 4r. each - - -					16	0	0			
1 Bhisty - - -					3	0	0			
1 Sweeper - - -					3	0	0			
2 Students @ 7r. each - - -					14	0	0			
4 Ditto @ 3r. 8a. each - - -					14	0	0			
								112	0	0
								791	0	0
Company's Rupees - - -								2,047	6	6
<i>BACKERGUNGE DEWANEE ADAWLUT.</i>										
H. T. Raikes, Civil and Sessions Judge (on Deputation) - - -								2,500	0	0
<i>English Office.</i>										
J. Pereira, Head Clerk - - -					75	0	0			
1 Duftery - - -					7	0	0			
								82	0	0
<i>OMLAH.</i>										
Moonshee Groopersand Sein, Sheristadar - - -					100	0	0			
" Mahomed Mohseu, Peishkar - - -					40	0	0			
Nubkissore Bose, Roobookar Novees - - -					20	0	0			
Moonshee Dedar Hossein, Session ditto - - -					20	0	0			
Moonshee Mahomed Amah, Decree ditto - - -					19	0	0			
Essanchunder Roy, Muscabar ditto - - -					18	0	0			

BACKERGUNGE DEWANNEE ADAWLUT—continued.							Monthly Total.					
English Office, Omlah—continued.				R.	A.	P.	R.	A.	P.	R.	A.	P.
Goooolchunder Roy, Moonshee of Appeal Suits	-	-	-	17	0	0						
Madubchunder Ghose, Return Novees	-	-	-	16	0	0						
Janokeynath Bose, Session Mohurer	-	-	-	15	0	0						
Ineenath Sein, Shea Novees	-	-	-	14	0	0						
Goureenath Doss, Mohurer	-	-	-	11	0	0						
Moonshee Nazeerooddeen, Mahomed ditto	-	-	-	10	0	0						
Radikapersand Dutt, ditto	-	-	-	10	0	0						
Beejoypersand Nundy, Register Mohurer	-	-	-	12	0	0						
Moonshee Ameerooddeen, Record Keeper	-	-	-	30	0	0						
Ramkanye Roy, Government Pleader	-	-	-	20	14	5						
Ramseebuck Dutt, Nazir	-	-	-	20	14	5						
Kalleecoomar Nag, Illam Novees	-	-	-	13	0	0						
1 Buxee	-	-	-	9	6	6						
1 Deputy Nazir	-	-	-	9	0	0						
1 Duftery	-	-	-	5	0	0						
1 Mehter	-	-	-	4	2	10						
1 Chupprassy	-	-	-	4	2	10						
16 ditto @ 4r. each	-	-	-	64	0	0						
Treasury.							502	9	0			
Obhoychurn Roy, Treasurer	-	-	-	30	0	0						
Mothoornath Dutt, Mohurer	-	-	-	10	0	0						
LAW OFFICER.							40	0	0			
Molovee Shaffee Qoddeen, Mahomedan Law Officer	-	-	-	-	-	-	100	0	0			
Principal Sudder Aumeens Establishment				R.	A.	P.						
Molovee Mahomed Kuleem, Principal Sudder Aumeen	-	-	-	400	0	0						
Establishment	-	-	-	150	0	0						
							550	0	0			
Golinchunder Biddarnuttun, Sudder Aumeen and Moon-	-	-	-									
siff of Burisaul	-	-	-	250	0	0						
Establishment	-	-	-	80	0	0						
							330	0	0			
Moonsiffs under Regulation V. of 1831.							880	0	0			
Umhecachurn Mitter Moonsiff of Cowcolly	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0						
							140	0	0			
Moonshee Mofeezooddeen, Mahomed Moonsiff of Mende-	-	-	-									
gunge	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0						
							140	0	0			
Birjomohun Dutt, Moonsiff of Bowpaul	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0						
							140	0	0			
Burkundauze Guard.							420	0	0			
1 Duffadar	-	-	-	6	0	0						
12 Burkundauzes @ 4r. each	-	-	-	48	0	0						
							54	0	0			
Company's Rupees				-	-	-	-	-	-	2,078	9	0
										4,578	9	0
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BEERBHOOM DEWANNEE ADAWLUT.												
H. F. James, Civil and Session Judge				-	-	-	-	-	-	2,500	0	0
English Office.												
Samolanund Moookerjea, English Writer	-	-	-	100	0	0						
1 Duftery	-	-	-	6	0	0						
							106	0	0			
OMLAH.												
Mahomed Tyzoollah, Molovee	-	-	-	100	0	0						
Hurrischunder Roy, Sheristadar	-	-	-	100	0	0						
Parbuttychurn Ghose, Peishkar	-	-	-	40	0	0						
Ahmud Ally, Government Pleader	-	-	-	20	0	0						
Taffoozool Hossein, Record Keeper	-	-	-	30	0	0						
Bacharam Chatterjee, Roobookar Novees	-	-	-	20	0	0						
Danaool Hug, acting for Mahomed Amel, Missil Novees	-	-	-	15	0	0						
Zeeaoool Hug, acting for Abdool Hug, Decree Novees	-	-	-	15	0	0						

BEERBHOOM DEWANEE ADAWLUT—continued.						Monthly Total.		
English Office, Omlah—continued.						R.	A.	P.
Greeschunder Sircar, Mascabar Novces	-	-	-	-	-	15	0	0
Gazzunphur Ally, Perwannah ditto	-	-	-	-	-	12	8	7
Halleedoss Race, Chittee ditto	-	-	-	-	-	12	0	0
Jodoonath Bose acting for Guneschaund, Decreejareo ditto	-	-	-	-	-	10	0	0
Tincorree Roy acting for Haradhun Roy, Mohurer	-	-	-	-	-	12	0	0
Ullee Uckbar, Nazier	-	-	-	-	-	26	2	0
Shamechaund Mullick, Naib Nazier	-	-	-	-	-	15	0	0
4 Chupprassies @ 4r. 2A. 10P. each	-	-	-	-	-	16	11	4
16 ditto, @ 4r. each	-	-	-	-	-	64	0	0
1 Bhisty 4r. 2A. 10P. and 1 Mehter 3r.	-	-	-	-	-	7	2	10
1 Podar	-	-	-	-	-	5	0	0
<i>Principal Sudder Aumcens Establishment.</i>						535 2		
Molovee Nuzumul Hug, 1st Grade Principal Sudder	R.	A.	P.					
Aumcen	-	-	-	-	-	600	0	0
Establishment	-	-	-	-	-	150	0	0
						750	0	0
Goyindchunder Chowdry, Sadder Aumcen and Sudder								
Moonsiff of Soorg	-	-	-	-	-	250	0	0
Establishment	-	-	-	-	-	80	0	0
						330	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>						1,080 0 0		
Golam Buttool, Moonsiff of Amdara	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
						140	0	0
Poornschunder Bancrjee, Moonsiff of Candira	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
						140	0	0
Nilmadub Mookerjee, Moonsiff of Dekaharry	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
						140	0	0
Sumeenooddeen Ahmed, Moonsiff of Sarhut	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
						140	0	0
Wirjeeooddeen Mahomed, Moonsiff of Khytu	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
						140	0	0
Gopeenath Doss, 1st Grade Moonsiff of Gopalpore	-	-	-	-	-	150	0	0
Establishment	-	-	-	-	-	40	0	0
						190	0	0
Kooloodanund Mookerjee 1st Grade Moonsiff of Oskrah	-	-	-	-	-	150	0	0
Establishment	-	-	-	-	-	40	0	0
						190	0	0
Denonath Chatterjee, Moonsiff of Darogah	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
						140	0	0
<i>Burkundauze Guard.</i>						1,220 0 0		
1 Duffadar	-	-	-	-	-	6	0	0
12 Burkundaues @ 4r. each	-	-	-	-	-	48	0	0
						54	0	0
Company's Rupees						2,995 8 9		
						5,495 8 9		
BEHAR DEWANEE ADAWLUT.								
T. Sandys, Civil and Sessions Judge	-	-	-	-	-	2,500	0	0
W. Travers, Additional Judge	-	-	-	-	-	2,166	10	8
<i>English Office.</i>						4,666 10 8		
Gyanchunder Roy, Head Writer	-	-	-	-	-	50	0	0
Manickchunder Mookerjee, 2d ditto	-	-	-	-	-	35	0	0
Dabepersaud, 3d ditto	-	-	-	-	-	20	0	0
						105	0	0
<i>OMLAH.</i>								
Moulovee Golam Kader, Mahomedan Law Officer	-	-	-	-	-	100	0	0
Moonshee Nowengeeloll, Sheristadar	-	-	-	-	-	100	0	0
Molovee Awolad Ally, Peishkar	-	-	-	-	-	30	0	0
Gudadharpersaud, Mohurrer	-	-	-	-	-	20	0	0
Nundkissore, ditto	-	-	-	-	-	20	0	0

BEHAR DEWANEE ADAWLUT—continued.						Monthly Total.		
English Office, Omlah—continued.						R.	A.	P.
Joynarain, Mohurrer	-	-	-	-	-	20	0	0
Kanyloll, ditto	-	-	-	-	-	20	0	0
Auchumbitloll, ditto	-	-	-	-	-	15	0	0
Gowreechurn, ditto	-	-	-	-	-	15	0	0
Hazarecloll, ditto	-	-	-	-	-	15	0	0
Rampershunloll	-	-	-	-	-	15	0	0
Domaloll	-	-	-	-	-	15	0	0
Lalla Kassinath, ditto	-	-	-	-	-	15	0	0
Nagreechurn, ditto	-	-	-	-	-	15	0	0
Durshunloll, ditto	-	-	-	-	-	15	0	0
Dewnath Sohai, ditto	-	-	-	-	-	15	0	0
Jinnut Hossein, Government Pleader	-	-	-	-	-	20	0	0
Issorepersaud, Mohurer	-	-	-	-	-	15	0	0
Ourbhoochaund, Treasurer	-	-	-	-	-	25	0	0
Dabcepersaud, Accountant	-	-	-	-	-	20	14	4
Syed Abed Hasein, Record Keeper	-	-	-	-	-	30	0	0
Nowneedloll, Naib ditto	-	-	-	-	-	15	0	0
Joodoonath Mookerjee Mohurrir for keeping the Register Books	-	-	-	-	-	12	0	0
Mahomed Ibrahim Ally, Nazir	-	-	-	-	-	26	2	0
Groopersaud, Naib ditto	-	-	-	-	-	10	0	0
1 Duffery 6r. and 1 Sweeper 3r.	-	-	-	-	-	9	0	0
2 Chuprassies @ 4r. 2A. 10r. each	-	-	-	-	-	8	5	8
18 ditto @ 4 each	-	-	-	-	-	72	0	0
<i>Additional Judge's Establishment.</i>								
John Vincent, Writer	-	-	-	-	-	25	0	0
OMLAH.								
Pokhernarain, Sheristadar	-	-	-	-	-	70	0	0
Lutchmunpersaud, Peishkar	-	-	-	-	-	25	0	0
Bhuttarloll, Deeree Novees	-	-	-	-	-	15	0	0
Danish Ally, Mohurrir	-	-	-	-	-	10	0	0
<i>Principal Sudder Ameen's Establishment.</i>								
Molovee Mahomed Rafiq, Principal Sudder Ameen	-	-	-	-	-	400	0	0
Establishment	-	-	-	-	-	150	0	0
<i>Sudder Ameen's Establishment.</i>								
Molovee Syed Ushad Ally, Sudder Ameen and Moonsiff of the Sudder Station	-	-	-	-	-	250	0	0
Establishment	-	-	-	-	-	80	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>								
Syed Abdool Lutf, Moonsiff of Aurungabad	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
Syed Furreeddeen, Moonsiff of Jehanabad	-	-	-	-	-	150	0	0
Establishment	-	-	-	-	-	40	0	0
Syed Mahomed Ally Ashraff, Moonsiff of Nuddea in Behar	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
Sheik Ishfaq Hossein, additional Moonsiff of Gyah	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	40	0	0
Company's Rupees								
BHAUGULPORE DEWANEE ADAWLUT.								
H. Swetenham, Civil and Sessions Judge (on Leave)	-	-	-	-	-			
Court Rent	-	-	-	-	-	100	0	0
<i>English Office.</i>								
J. F. Caston, Clerk	-	-	-	-	-	75	0	0
Samachurn Bose, extra Writer	-	-	-	-	-	20	0	0
1 Bookbinder	-	-	-	-	-	8	0	0

BHAUGULPORE DEWANEE ADAWLUT—continued.							Monthly Total.		
English Office—continued.							R.	A.	P.
OMLAH.							R.	A.	P.
Irfaun Ally, Molooce	-	-	-	-	-	-	100	0	0
Degamber Sircar, Sheristadar	-	-	-	-	-	-	100	0	0
Zakeooddeen Ahmed, Government Pleader	-	-	-	-	-	-	20	0	0
Nandkissore, Record Keeper	-	-	-	-	-	-	30	0	0
Kissendhun, Missil Khan	-	-	-	-	-	-	25	0	0
Bhicarryloll, Roobookar Novees	-	-	-	-	-	-	25	0	0
Juggomohunloll, Decree Novees	-	-	-	-	-	-	20	0	0
Luchmun Lahoory, Mohurer	-	-	-	-	-	-	15	0	0
Groeschunder Ghose, ditto	-	-	-	-	-	-	15	0	0
Singessur Dutt, ditto	-	-	-	-	-	-	10	0	0
Madubchunder, ditto	-	-	-	-	-	-	10	0	0
Moncerooddeen, ditto	-	-	-	-	-	-	10	0	0
Agabuttoollah, ditto	-	-	-	-	-	-	10	0	0
Chirunjeebee, ditto	-	-	-	-	-	-	12	0	0
Koodrut Oallah, Nazier	-	-	-	-	-	-	25	0	0
Dhatatl Sing, Naib ditto	-	-	-	-	-	-	10	0	0
1 Duftery	-	-	-	-	-	-	4	0	0
1 Mehter	-	-	-	-	-	-	3	0	0
15 Chuprassies	-	-	-	-	-	-	60	2	10
<i>Treasury.</i>									
Byjnath Chuckerbutty, Treasurer	-	-	-	-	-	-	25	0	0
Ramrutton Khan, Naib ditto	-	-	-	-	-	-	10	0	0
<i>Principal Sudder Aumeens Establishment.</i>									
Molovee Muzzim Hossein, Principal Sudder Ameen	-	-	-	-	-	-	400	0	0
Establishment	-	-	-	-	-	-	150	0	0
<i>Sudder Ameens Establishment.</i>									
Molovee Furzund Ally, Sudder Ameen of Bhaugulpore	-	-	-	-	-	-	250	0	0
Establishment	-	-	-	-	-	-	80	0	0
C. Macdonald, Sudder Ameen of Monghyr	-	-	-	-	-	-	250	0	0
Establishment	-	-	-	-	-	-	80	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>									
Aunund Misser, 1st Grade Moonsiff of Bhaugulpore	-	-	-	-	-	-	150	0	0
Establishment	-	-	-	-	-	-	40	0	0
Furhut Ally, Moonsiff of Soorujgurca	-	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	-	40	0	0
Mahomed Gahea, Moonsiff of Kissengunge	-	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	-	40	0	0
Kistochunder Chowdry, Moonsiff of Rajmehal	-	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	-	40	0	0
Mohecooddeen, Moonsiff of Umerpore	-	-	-	-	-	-	100	0	0
Establishment	-	-	-	-	-	-	40	0	0
<i>Company's Rupees</i>									
EAST BURDWAN DEWANEE ADAWLUT.									
J. H. Patton, Civil Sessions Judge	-	-	-	-	-	-	-	-	-
E. Bentall, additional Sessions Judge of 24 Pergunnahs Nuddca Hooghly and East Burdwan	-	-	-	-	-	-	-	-	-
<i>English Office.</i>									
R. W. Cecil, Head Writer	-	-	-	-	-	-	100	0	0
Sookmoy Sandell, Assistant ditto	-	-	-	-	-	-	26	2	0
1 Duftery	-	-	-	-	-	-	6	4	4

EAST BURDWAN DEWANEE ADWLUT—continued.												Monthly Total.		
English Office—continued.						R.	A.	P.	R.	A.	P.	R.	A.	P.
OMIAH.														
Molovee Mahomed, Molovee	-	-	-	-	-	100	0	0						
Nubkissore Dutt, Sheristadar	-	-	-	-	-	100	0	0						
Pannah Ally, Peishcar	-	-	-	-	-	40	0	0						
Huromohun Bose, Assisting Record Keeper	-	-	-	-	-	30	0	0						
Nundcoomar Roy, Decree Nuvees	-	-	-	-	-	15	0	0						
Modhoosoodun Soor, Head Mohurer	-	-	-	-	-	15	0	0						
Golan Kader, Session Mohurer	-	-	-	-	-	15	0	0						
Brojomohun Ghose, ditto	-	-	-	-	-	15	0	0						
Ramtarun Mookerjee, Naib Record Keeper	-	-	-	-	-	12	0	0						
Ryesooddeen, Mohurer	-	-	-	-	-	10	0	0						
Tofale Ahamud, ditto	-	-	-	-	-	12	0	0						
Abdool Shatur, ditto	-	-	-	-	-	12	0	0						
Juddoonath Mitter, ditto	-	-	-	-	-	12	0	0						
Deedur Cursh	-	-	-	-	-	10	0	0						
Busseerooddeen, Nazier	-	-	-	-	-	25	0	0						
Bungseedhur Mullick, Government Pleader	-	-	-	-	-	20	0	0						
Woodychaund Chatterjee, Mohurer	-	-	-	-	-	12	0	0						
1 Naib Nazier	-	-	-	-	-	8	0	0						
1 Dufterbund	-	-	-	-	-	3	0	0						
1 Ghurreewallah	-	-	-	-	-	7	0	0						
1 Mirdah 5r. and 1 Khallassy 5r. 3A. 7P.	-	-	-	-	-	10	3	7						
4 Khorakee Pykes @ 1r. each	-	-	-	-	-	4	0	0						
11 Chuprassies @ 4r. each	-	-	-	-	-	44	0	0						
1 Mehter	-	-	-	-	-	3	0	0						
									534	3	7			
Treasury.														
Modhoosoodun Soor, Mohurer	-	-	-	-	-	15	0	0						
Jadubehunder Gangooly, ditto	-	-	-	-	-	10	0	0						
1 Poddar 6r. and 1 Dufterbund 3r. 2A. 2P.	-	-	-	-	-	9	2	2						
									34	2	2			
Burkundauze Chard.														
1 Duffadar	-	-	-	-	-	6	0	0						
12 Burkundauzes @ 4r. each	-	-	-	-	-	48	0	0						
									54	0	0			
Principal Sudder Aumeen's Establishment.														
Syed Fuzzul Robbee Principal Sudder Aumeen	-	-	-	-	-	400	0	0						
Establishment	-	-	-	-	-	150	0	0						
						550	0	0						
Sudder Aumeen's Establishment.														
S. S. Bell, Sudder Aumeen	-	-	-	-	-	250	0	0						
Establishment	-	-	-	-	-	80	0	0						
						330	0	0						
Moonsiffs under Regulation V. of 1831.									880	0	0			
S. Wright, Moonsiff of Burdwan	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Munmohun Baboo, Moonsiff of Kaudghose	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Poornochunder Mitter, 1st Grade Moonsiff of Kytee	-	-	-	-	-	150	0	0						
Establishment	-	-	-	-	-	40	0	0						
						190	0	0						
Satecourse Deb, Moonsiff of Munglecoat	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Sreekant Sing, Moonsiff of Saumunty	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Bonomanee, in charge Moonsiff of Culna	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
L. W. Hutchinson, Moonsiff of Soleemabad	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Gopalchunder Ghose, Moonsiff of Bluttooree	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Hameedal Hug, Moonsiff of Mahomedpore	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						

EAST BURDWAN DEWANEE ADAWLUT—continued.								Monthly Total.		
Moonsiffs under Regulation V. of 1831—continued.					R.	A.	P.	R.	A.	P.
Nobinkisto Paulit, 1st Grade Moonsiff of Cutwah	-	150	0	0						
Establishment	-	40	0	0						
					190	0	0			
Dabecrooddeen, Moonsiff of Madpore	-	100	0	0						
Establishment	-	40	0	0						
					140	0	0			
Mahomed Hossein, Moonsiff of Bamunara	-	100	0	0						
Establishment	-	40	0	0						
					140	0	0			
(Vacant), Moonsiff of Indoss	-	100	0	0						
Establishment	-	40	0	0						
					140	0	0			
Seetakanth Sing, 1st Grade Moonsiff of Potnah	-	150	0	0						
Establishment	-	40	0	0						
					190	0	0			
Tuffazool Ruhoman, Moonsiff of Ousgaon	-	100	0	0						
Establishment	-	40	0	0						
					140	0	0			
								2,250	0	0
									3,884	12 1
Company's Rupees	-	-	-	-	-	-	-	-	6,384	12 1
WEST BURDWAN DEWANEE ADAWLUT.										
P. G. E. Taylor, Civil and Sessions Judge, with the Powers of a Special Commissioner under Regulation VII. of 1828	-	-	-	-	-	-	-	-	2,500	0 0
<i>English Office.</i>										
Sreemunt Banerjee, Head Clerk	-	-	-	-	75	0	0			
Gunganund Mookerjee, 2d ditto	-	-	-	-	50	0	0			
1 Duffery	-	-	-	-	6	0	0			
								131	0	0
OMLAH.										
Molovee Ikramul Huz, Mahomedan Law Officer	-	-	-	-	100	0	0			
Taruepersaud Mookerjee Sheristadar	-	-	-	-	100	0	0			
Nileomul Mitter, Peishcar	-	-	-	-	40	0	0			
Greeschunder Chatterjee, Record Keeper	-	-	-	-	30	0	0			
Ramecomar Sircar, Missil Novees	-	-	-	-	20	0	0			
Lokenauth Mitter, Head Mohurrir	-	-	-	-	15	0	0			
Luckhunchunder Sircar, Session Mohurrir	-	-	-	-	15	0	0			
Ramanauth Sein, Deerce Novees	-	-	-	-	15	0	0			
Bissonauth Roy, Mohurrir	-	-	-	-	12	0	0			
Chundeechurn Roy, ditto	-	-	-	-	12	0	0			
Abdusutter, ditto	-	-	-	-	12	0	0			
Jadubehunder Sircar, ditto	-	-	-	-	12	0	0			
Ramdhun Moozoomdar, ditto	-	-	-	-	10	0	0			
Guddadhur Ghose, ditto	-	-	-	-	12	0	0			
Chundersikur Banerjee, ditto	-	-	-	-	12	0	0			
Modosoodum Roy, ditto	-	-	-	-	10	0	0			
Prankissen Roy, ditto	-	-	-	-	12	0	0			
Emambux, Nazier	-	-	-	-	25	0	0			
Bharutehund Chatterjee, Government Pleader	-	-	-	-	20	0	0			
1 Naib Nazier	-	-	-	-	8	0	0			
1 Mirdah and 1 Khalassy @ 5r. each	-	-	-	-	10	0	0			
1 Sweeper	-	-	-	-	4	0	0			
2 Dufferies @ 3r. each	-	-	-	-	6	0	0			
12 Chuprassies @ 4r. each	-	-	-	-	48	0	0			
								560	0	0
<i>Treasury.</i>										
Ramdhun Banerjee, Naib Treasurer	-	-	-	-	15	0	0			
1 Podar	-	-	-	-	6	0	0			
								21	0	0
<i>Burkundauze Guard.</i>										
1 Duffadar	-	-	-	-	6	0	0			
12 Burkundauzes @ 4r. each	-	-	-	-	48	0	0			
								54	0	0
<i>Principal Sudder Aumeen's Establishment.</i>										
Molovee Oosmanally, Principal Sudder Aumeen	-	400	0	0						
Establishment	-	150	0	0						
					550	0	0			

WEST BURDWAN DEWANEE ADAWLUT—continued.					Monthly Total		
Principal Sudder Aumeen's Establishment—continued.					R.	A.	P.
Abdool Uzee, Sudder Aumeen and Moonsiff of the Sudder Station	-	-	-	-	250	0	0
Establishment	-	-	-	-	80	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>					330	0	0
Bissessar Chuckerbutty, Moonsiff of Oundah	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
Noorul Hossein, Moonsiff of Bissenpore	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
Goopeekissen Bancerjee, Moonsiff of Kotulpoore	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
Assudoollah, Moonsiff of Souamookey	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
Essarchunder Dutt, Moonsiff of Burjarrah	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
Mozun Hossein, Moonsiff of Madubagunge	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
Hamedally, Moonsiff of Radananjur	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
Company's Rupees					-	-	-
CHITTAGONG DEWANEE ADAWLUT.					-	-	-
H. Stainforth, Civil and Sessions Judge, with the Powers of Special Commissioner under Regulation III. of 1828					-	-	-
S. Bowring, additional ditto					-	-	-
<i>English Office.</i>					-	-	-
Ditto, B. Ferrault, Head Writer	-	-	-	-	75	0	0
Ditto, Rangel, 2d ditto	-	-	-	-	30	0	0
1 Duffery	-	-	-	-	5	0	0
<i>OMLAH.</i>					-	-	-
Bindahun Sein, Sheristadar	-	-	-	-	100	0	0
Gopeemohun Roy, Acting Peishcar	-	-	-	-	30	0	0
Suffer Ally, Record Keeper	-	-	-	-	30	0	0
Abdool Ally, Mohurrir	-	-	-	-	17	0	0
Ramchunder Dutt, ditto	-	-	-	-	15	0	0
Treelochun, Burdun	-	-	-	-	15	0	0
Sadatdeen, Naib Mohafiz	-	-	-	-	15	0	0
Arman Ally, Mohurrir	-	-	-	-	13	0	0
Obhoychurn Doss, ditto	-	-	-	-	12	0	0
Ramtunoo Geo, ditto	-	-	-	-	10	0	0
Asgar Ally, ditto	-	-	-	-	10	0	0
Bussurut Ally, ditto	-	-	-	-	11	0	0
2d Obhoychurn Doss, ditto	-	-	-	-	10	0	0
Seeb Doss, Roobookar Novces	-	-	-	-	20	0	0
Mahomed, Danish Government Pleader	-	-	-	-	20	0	0
Ally Hossein, Mohurrir	-	-	-	-	10	0	0
Ossceooddeen, Nazier	-	-	-	-	20	0	0
Rajubally, Native Doctor	-	-	-	-	10	7	2
1 Mohurrir Sr. and 1 ditto Gr.	-	-	-	-	14	0	0
1 Naib Nazier	-	-	-	-	8	0	0
1 Duffery Sr. and 1 Mohurrir 2R.	-	-	-	-	5	0	0
12 Buckundauzes @ 4R. each	-	-	-	-	48	0	0
3 ditto @ 3R. each	-	-	-	-	9	0	0
1 Jewadar	-	-	-	-	5	0	0
<i>Treasury.</i>					-	-	-
Seebchurn Doss, Treasurer	-	-	-	-	25	0	0
Groodoss, Bengallee Mohurrer	-	-	-	-	10	0	0
1 Poddar	-	-	-	-	7	0	0
					457	7	2
					42	0	0
					2,626	0	0
					5,126	0	0
					5,000	0	0

CHITTAGONG DEWANEE ADAWLUT—continued.

Principal Sudder Ameens Establishment.

	R.	A.	P.
Molovee Ushruffally, 1st Grade Principal Sudder			
Ameen	-	-	-
Establishment	-	-	-
Pundit Sreenath Biddabagish, 2d Principal Sudder			
Ameen	-	-	-
Establishment	-	-	-
Punchanun Banerjee, 2d Principal Sudder Ameen	-	-	-
Establishment	-	-	-
Molovee Ameeroodeen Mahomed, Sudder Ameen			
Moonsiff of the Sudder Station	-	-	-
Establishment	-	-	-

R. A. P.

R. A. P.

Monthly Total.

R. A. P.

750 0 0

550 0 0

550 0 0

330 0 0

2,180 0 0

Moonsiff's Establishment.

Molovee Abdool Rouf, Moonsiff of Hattea	-	-	-
Establishment	-	-	-
Molovee Anwar Ally, 1st Grade Moonsiff of Soondip	-	-	-
Establishment	-	-	-
Syed Khyroollah Sac Bukukshance, 1st Grade Moonsiff of Zowrowargunge	-	-	-
Establishment	-	-	-
R. Finney, 1st Grade Moonsiff of Bhattyarce	-	-	-
Establishment	-	-	-
Molovee Abdool Jubber, Moonsiff of Issapore	-	-	-
Establishment	-	-	-
Cazie Feralutoollah, Moonsiff of Bhozpore	-	-	-
Establishment	-	-	-
Kumlakanth Chuckerbutty, Moonsiff of Hathzarree	-	-	-
Establishment	-	-	-
Molovee Abdool Futtah, Moonsiff of 2d Town Division	-	-	-
Establishment	-	-	-
Moonshee Aumeer Ooddeen, Moonsiff of Deiang	-	-	-
Establishment	-	-	-
Molovee Abdool Futtah, Cauzie	-	-	-
Moonshee Fuzul Ruhman, Moonsiff of Rowozun	-	-	-
Establishment	-	-	-
Molovee Hadee Ally, Moonsiff of Rungunneah	-	-	-
Establishment	-	-	-
Molovee Jinnutoollah, Moonsiff of Nowparah	-	-	-
Establishment	-	-	-
Poornoochunder Mookerjee, 1st Grade Moonsiff of Howlah	-	-	-
Establishment	-	-	-
Molovee Syed Ahmed, Moonsiff of Puttea	-	-	-
Establishment	-	-	-
Goluckehunder Roy, Canoongo, Moonsiff of Satconeah	-	-	-
Establishment	-	-	-

140 0 0

190 0 0

190 0 0

190 0 0

140 0 0

110 0 0

140 0 0

140 0 0

140 0 0

60 0 0

140 0 0

140 0 0

190 0 0

140 0 0

140 0 0

,360 0 0

Kutcherry Guard.

1 Duffadar	-	-	-
12 Burkundaues @ 4 R. each	-	-	-

6 0 0

48 0 0

54 0 0

CHITTAGONG DEWANEE ADAWLUT—continued.					Monthly Total.		
<i>Sessions Court.</i>					R.	A.	P.
Rajchunder, Mohurer	-	-	-	-	-	25	0 0
<i>Additional Judge's Establishment.</i>					R.	A.	P.
C. C. Pereira, English Clerk	-	-	-	-	15	0	0
OMLAH.							
Moonshee Gourkissore Doss, Acting Peishcar	-	-	-	-	50	0	0
Assadojumah, Acting Roobookar Novees	-	-	-	-	25	0	0
Molovee Bapatoolah, Deeree Novees	-	-	-	-	25	0	0
Moonshee Ramcoomar, Acting Mohurer	-	-	-	-	16	0	0
Choitunchurn, Acting ditto	-	-	-	-	10	0	0
2 Mohurer @ 8 R. each	-	-	-	-	16	0	0
1 Mohurer 6 R. and 1 ditto 4 R.	-	-	-	-	10	0	0
1 Naib Nazier	-	-	-	-	8	0	0
					175	0	0
						175	0 0
							5,403 7 2
Company's Rupees	-	-	-	-	-	-	10,403 7 2
CUTTACK CENTRAL DIVISION DEWANEE ADAWLUT.							
M. S. Gilmore, Civil and Sessions Judge	-	-	-	-	-	-	2,500 0 0
<i>English Office.</i>							
E. A. Xavier, Head Clerk	-	-	-	-	78	6	0
M. Forrick, 2d ditto	-	-	-	-	50	0	0
1 Duftery	-	-	-	-	8	0	0
						136	6 0
OMLAH.							
Sooderson Doss, Sheristadar	-	-	-	-	100	0	0
Molovee Mahomed Fuzul, Mahomedan Law Officer	-	-	-	-	100	0	0
Lalla Brijunder Roy, Peishkar	-	-	-	-	50	0	0
Madubanaud Bose, Record Keeper	-	-	-	-	30	0	0
Ramanath Ghose, Naib Mohafiz	-	-	-	-	15	0	0
Sitnauth Roy, Deeree Novees	-	-	-	-	15	0	0
Sodasibpersaud Roy, Mohurir	-	-	-	-	15	0	0
Gourbullab Ghose, Roobookar Novees	-	-	-	-	20	0	0
Modoosoodum Doss, Maskabar Novees	-	-	-	-	15	0	0
Abdoosobhan Khan, Mohurir	-	-	-	-	15	0	0
Muddunmohun Ghose, ditto	-	-	-	-	15	0	0
Kissenchundur Doss, ditto	-	-	-	-	15	0	0
Shumbhoonauth Soam, ditto	-	-	-	-	12	0	0
Purrikut Dey, ditto	-	-	-	-	12	0	0
Cossecnath Doss, ditto	-	-	-	-	15	0	0
Sam Roy Pundit, Mahratta Novees	-	-	-	-	16	0	0
Sectarn Appah, Telunga ditto	-	-	-	-	16	0	0
Shaik Syed Oollah, Registrar ditto	-	-	-	-	12	0	0
Kallechunder Banerjee, Treasurer	-	-	-	-	25	0	0
Shaik Mahomed Fazil, Acting Mohurir under ditto	-	-	-	-	10	0	0
Juggernath Persand Dey, Nazeeer	-	-	-	-	26	2	0
Luchmupersaud Dey, Naib ditto	-	-	-	-	15	10	9
Podumchurn Doss, Native Doctor	-	-	-	-	10	0	0
Shreeram Shome, Government Plender of Cuttack	-	-	-	-	20	0	0
Sibpersaud Mitter, ditto ditto of Balasore	-	-	-	-	20	0	0
1 Podar	-	-	-	-	5	0	0
14 Chupras	-	-	-	-	56	11	6
1 Sweeper	-	-	-	-	4	2	10
1 Duftery of the Persian Department	-	-	-	-	6	0	0
						686	11 1
<i>Burkundauze Guard.</i>							
1 Duffadar	-	-	-	-	6	0	0
12 Burkundauzes @ 4R. each	-	-	-	-	48	0	0
						54	0 0
<i>Principal Sudder Ameen's Establishment.</i>							
*Tarakanth Biddasagore 1st Grade Principal Sudder Ameen	-	-	-	-	600	0	0
Establishment	-	-	-	-	150	0	0
					750	0	0

CUTTACK CENTRAL DIVISION DEWANEE ADAWLUT—continued.				Monthly Total.		
Principal Sudder Ameen's Establishment—continued.				R.	A.	P.
Malovee Gurub Oollah, Sudder Ameen and Moonsiff of	R.	A.	P.			
Balasore	250	0	0			
Establishment	80	0	0	330	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>					1,080	0 0
Subpersand Sing, Moonsiff of Cuttack	100	0	0			
Establishment	40	0	0	140	0	0
Moheshchunder Roy, Moonsiff of Doornagur	100	0	0			
Establishment	40	0	0	140	0	0
Mahomed Ashud, Moonsiff of Kinderpora	100	0	0			
Establishment	40	0	0	140	0	0
Luckeenarain Roy, Moonsiff of Pooree	100	0	0			
Establishment	40	0	0	140	0	0
				560	0	0
Company's Rupces						2,517 1 1
DACCA DEWANEE ADAWLUT.						5,017 1 1
C. T. Davidson, Civil and Sessions Judge				2,500	0	0
R. Trotter, Additional Judge (on Leave)				2,166	10	8
<i>English Office.</i>						4,666 10 8
Durponarain Chund, Head Writer	67	14	10			
Gopauchund Laha, 2d ditto	36	9	2			
1 Duftery	8	0	0	112	8	0
<i>OMLAH.</i>						
Molovee Golano Mugloom, City Cauzee	150	0	0			
Malovee Mahomed Kookanooddeen, Cauzee	100	0	0			
Haranund Misser, Pundit	150	0	0			
Murtunjoy Dutt, Sheristadar	104	8	0			
Rahmohun Roy, Peishkar	50	0	0			
Radamadub Bose, Roobookar Novees	25	0	0			
Issurechundur Dutt, Record Keeper	30	0	0			
Gokoolkissen Sein, Government Pleader	20	0	0			
Ramsoonder Roy, Session Mohurer	20	0	0			
Ameerooddeen, Mohurer	14	0	0			
Gokoolkissen Dutt, ditto	14	0	0			
Sumbhoonath Ghose, ditto	14	0	0			
Beharecloll, ditto	14	0	0			
Kallupersaud Sein, ditto	12	0	0			
Ramcoomar Chukubutty, Treasurer	25	0	0			
1 Mohurir to the Treasurer	8	0	0			
Shamsoonder Roy, Mohurir	14	10	3			
Joginder Sing, Nazier	26	2	0			
1 Naib Nazier	8	0	0			
1 Chuprassy	4	2	10			
19 ditto @ 4r. each	76	0	0			
1 Duftery and 1 Mehler @ 3r. 2A. 2P. each	6	4	4			
1 Duftery	5	3	7	890	15	0
<i>Burkundauze Guard.</i>						
1 Duffadar	6	0	0			
12 Burkundaues	48	0	0	54	0	0
<i>Principal Sudder Ameen's Establishment.</i>					1,057	7 0
Molovee Syed Abas Ally, 1st Grade Principal Sudder						
Ameen of Dacca	600	0	0			
Establishment	150	0	0	750	0	0

DACCA DEWANEE ADAWLUT—continued.				Monthly Total.		
Principal Sudder Aumeen's Establishment—continued.				R. A. P.	R. A. P.	R. A. P.
Malovee Mahomed Nazim, Additional Principal Sudder Aumeen of Dacca Establishment	- - - - -	400 0 0	150 0 0	550 0 0		
C. Mackay, Principal Sudder Aumeen of Furreedpore Establishment	- - - - -	400 0 0	150 0 0	550 0 0		
(Vacant) Sudder Aumeen and Moonsiff of Dacca Establishment	- - - - -	250 0 0	80 0 0	330 0 0	2,180 0 0	
Moonsiffs under Regulation V. of 1831.						
Obhoychurn Dutt, 1st Grade Moonsiff of Dacca Establishment	- - - - -	150 0 0	40 0 0	190 0 0		
Nurruttun Mullick, Moonsiff of Naraingunge Establishment	- - - - -	100 0 0	40 0 0	140 0 0		
Imdad Ally, 1st Grade Moonsiff of Pulass Establishment	- - - - -	150 0 0	40 0 0	190 0 0		
Govindchander Bose, Moonsiff of Poragacha Establishment	- - - - -	100 0 0	40 0 0	140 0 0		
Gopeemohun Roy, Moonsiff of Manickgunge Establishment	- - - - -	100 0 0	40 0 0	140 0 0		
Meerkoorban Ally, 1st Grade Moonsiff of Bhanga Establishment	- - - - -	150 0 0	40 0 0	190 0 0		
Molovee Abdoosumud Ahamed, Moonsiff of Muxoodpore Establishment	- - - - -	100 0 0	40 0 0	140 0 0		
Greeschunder Ghose, 1st Grade Moonsiff of Furreedpore Establishment	- - - - -	150 0 0	40 0 0	190 0 0	1,320 0 0	
Additional Judge's Establishment—English Office.						
Moodosoodun Laha, Writer	- - - - -			15 0 0		
OMLAH.						
Moodosoodun Paulit, Peishkar	- - - - -	50 0 0				
Syed Monazzun Hossein, Roobkar Novees	- - - - -	25 0 0				
Goluckchunder Doss, Decree Novees	- - - - -	25 0 0				
Juggobundoo Bose Mohurer	- - - - -	10 0 0				
2 ditto @ 8r. each	- - - - -	16 0 0				
1 ditto	- - - - -	6 0 0				
1 ditto	- - - - -	4 0 0				
1 Naib Nazier	- - - - -	8 0 0				
3 Chuprassies @ 4r. each	- - - - -	12 0 0		156 0 0	171 0 0*	
Company's Rupees						4,728 0 0
DINAGEPORE DEWANEE ADAWLUT.						
James Grant, Civil and Sessions Judge	- - - - -					2,500 0 0
English Office.						
George Lee, Head Writer	- - - - -			60 0 0		
Dwarkanath Mytree, 2d ditto	- - - - -			25 0 0		
1 Duftery	- - - - -			6 0 0	91 4 4	
OMLAH.						
Molovee Soojat Ally, Molovee	- - - - -			100 0 0		
Enadooden Mahomed, Sheristadar	- - - - -			100 0 0		

DINAGPORE DEWANEE ADALUT—continued.

English Office, Omlah—continued.

	R.	A.	P.	R.	A.	P.	Monthly Total.
							R. A. P.
Egsanchunder Neogee, Peishkar	40	0	0				
Jugomohun Neoghee, Moonshee	30	0	0				
Kallenath Sein, Record Keeper	30	0	0				
Doorgapersand Tewarry, Government Pleader	20	0	0				
Rajmohun Neogee, Head Mohurrir	20	0	0				
Jodoonath Moytree, Session Mohurer	20	0	0				
Kallekanth Neogee, Mohurer	15	0	0				
Romunchunder Goopt, ditto	15	0	0				
Romanath Doss, ditto	12	0	0				
Chundeechurn Neogee, ditto	16	0	0				
Hurnauth Dutt, ditto	16	0	0				
Ramroop Sein, ditto	12	0	0				
Bhojogobind Dhur, Koberaj	10	0	0				

Treasury.

(Vacant) Treasurer	25	0	0				
Greeschundur Moytree, Head Mohurrir	12	0	0				
Prosonochunder Gangooly, ditto	12	0	0				
1 Poddar-6R. 4A. 4P. and 1 Duffery 2R. 1A. 5P.	8	5	9				

Nazier's Establishment.

Luttatut Hossein, Nazier	25	0	0				
Warris Ally, Naib ditto	12	0	0				
1 Buxee	6	0	0				
1 Duffery 4R. 2A. 10P. and 1 Sweeper 4R.	8	2	10				
2 Dufferies @ 2R. 5A. each	4	10	0				
20 Chuprassies @ 4R. each	80	0	0				

Burkundauze Guard.

1 Duffadar	6	0	0				
12 Burkundauzes @ 4 each	48	0	0				

Principal Sudder Ameen's Establishment.

James Reily, Principal Sudder Ameen	400	0	0				
Establishment	150	0	0				
Moloveo Itrut Hossein, Sudder Ameen and Moonsiff	250	0	0				
Establishment	80	0	0				

Moonsiffs Establishment.

(Vacant) 1st Grade Moonsiff of the 1st Division Rajar-ampore	150	0	0				
Establishment	40	0	0				
Sreenath Dutt, Moonsiff of the 2d Division Chintamun	100	0	0				
Establishment	40	0	0				
Abdool Mujced, Moonsiff of the 3d Division Beerungunge	100	0	0				
Establishment	40	0	0				
Mahutabooddeen, 1st Grade Moonsiff of the 4th Division Kallergunge	150	0	0				
Establishment	40	0	0				
Basseoddeen Mahomed, Moonsiff of the 5th Division Putteeram	100	0	0				
Establishment	40	0	0				
Gopaul Kissen Mozoomdar, Moonsiff of the 6th Division Buddulgatchee	100	0	0				
Establishment	40	0	0				
Syed Khadeen Hossein, Moonsiff of the 7th Division Putneetollah	100	0	0				
Establishment	40	0	0				
Ramnarain Roy, Moonsiff of the 8th Division Maldah	100	0	0				
Establishment	40	0	0				
Denobundoo Chowdry, Moonsiff of the 9th Division Gurgurreeba	100	0	0				
Establishment	40	0	0				

DINAGEPORE DEWANEE ADAWLUT—continued.				R.	A.	P.	Monthly Total.		
Moonsiffs Establishment—continued.				R.	A.	P.	R.	A.	P.
Bydenath Surma, Moonsiff of the 10th Division Seeb-	R.	A.	P.						
gunge	-	-	-	100	0	0			
Establishment	-	-	-	40	0	0			
							140	0	0
Molovee Soojut Ally, Moonsiff of Dinagepore	-	-	-	100	0	0			
Establishment	-	-	-	40	0	0			
							140	0	0
							1,640	0	0
									3,314 6 11
									5,814 6 11
Company's Rupees				-	-	-	-	-	-
HOOGHLY DEWANEE ADAWLUT.									
T. Bruce Civil and Sessions Judge (on Deputation).									
E. Bental, Additional Sessions Judge of 24 Pergunnahs, Nuddea, Hooghly and East Burdwan (Salary stated in 24 Pergunnahs).									
English Office.									
F. B. Barber, Head Writer	-	-	-	-	-	90	0	0	
Gopeenath Sein, 2d ditto	-	-	-	-	-	35	0	0	
1 Duffery	-	-	-	-	-	8	0	0	
							133	0	0
OMLAH.									
Molovee Rusheedun, Nobee Molovee	-	-	-	-	-	100	0	0	
Seebchunder Ghose, Acting Sheristadar	-	-	-	-	-	100	0	0	
Sreenath Roy, Acting Peishkar	-	-	-	-	-	40	0	0	
Joychunder Dutt, Record Keeper	-	-	-	-	-	30	0	0	
Doorguchurn Shome, Return Novees	-	-	-	-	-	20	0	0	
Roopnarain Mozoomdar, Mohurri	-	-	-	-	-	15	10	10	
Doorgapersand Mitter, ditto	-	-	-	-	-	15	10	10	
Meer Dand Ally, Decree Novees	-	-	-	-	-	20	14	5	
Nobocomar Chatterjee, Mohurri	-	-	-	-	-	15	0	0	
Madubchander Mozoomdar, Mascabar Novees	-	-	-	-	-	15	0	0	
Gungadhur Chuckerbutty, Mohurri	-	-	-	-	-	15	10	10	
Prankisto Bose, Acting ditto	-	-	-	-	-	10	0	0	
Mahomed Ushgur	-	-	-	-	-	12	0	0	
Mazdoom Hossein, ditto	-	-	-	-	-	10	0	0	
Moonshee Golam Ally, Government Pleader	-	-	-	-	-	20	0	0	
Premchaund Dey, Acting Nazier	-	-	-	-	-	25	0	0	
1 Ngib Nazier	-	-	-	-	-	8	0	0	
Nobokissore Nye, Native Doctor	-	-	-	-	-	15	7	2	
1 Mohurri	-	-	-	-	-	7	0	0	
1 Buxshoo	-	-	-	-	-	5	0	0	
1 Duffery	-	-	-	-	-	4	0	0	
1 Duffadar	-	-	-	-	-	6	0	0	
12 Burkundauzes @ 4r. each	-	-	-	-	-	48	0	0	
16 Chuprassies @ 4r. each	-	-	-	-	-	64	0	0	
1 Bheesty @ 4r. and 1 Mehter 3r.	-	-	-	-	-	7	0	0	
1 Metteraney	-	-	-	-	-	3	2	2	
							632	8	3
Treasury.									
Goluckchunder Mookerjee, Treasurer	-	-	-	-	-	26	2	0	
Gunganarain Ghosaul, Head Mohurri	-	-	-	-	-	15	0	0	
Chundernath Chatterjee, ditto	-	-	-	-	-	12	0	0	
Bholanath Ghose, ditto	-	-	-	-	-	10	0	0	
1 Poddar	-	-	-	-	-	5	0	0	
							68	2	0
Principal Sudder Ameen's Establishment.									
Lokenath Bose, Principal Sudder Ameen	-	-	-	400	0	0			
Establishment	-	-	-	150	0	0			
							550	0	0
Molovee Nyem oddeen Mahomed, Additional Principal Sudder Ameen	-	-	-	400	0	0			
Establishment	-	-	-	150	0	0			
							550	0	0
							1,100	0	0
Sudder Ameen's Establishment.									
Sreeram Tuckolankar, Sudder Ameen	-	-	-	250	0	0			
Establishment	-	-	-	80	0	0			
							330	0	0

HOOGHLY DEWANEE ADAWLUT—continued.							Monthly Total.
Sudder Ameen's Establishment—continued.				R.	A.	P.	R. A. P.
Doorgapersaud Ghose, Sudder Ameen Scrampore	-	250	0 0				
Establishment	-	80	0 0				
				330	0 0		
							660 0 0
Moonsiffs under Regulation V. of 1831.							
Gungagobind Surbodhicarry 1st Grade Moonsiff of							
Mohanad	-	150	0 0				
Establishment	-	40	0 0				
				190	0 0		
Gungachurn Shome, 1st Grade Moonsiff of Neasurry	-	150	0 0				
Establishment	-	40	0 0				
				190	0 0		
Molovee Mahomed Mumaine, Moonsiff of Dwarhatta	-	100	0 0				
Establishment	-	40	0 0				
				140	0 0		
Mohunloll Pandey, 1st Grade Moonsiff of Jchanabad	-	150	0 0				
Establishment	-	40	0 0				
				190	0 0		
Molovee Mahomed Alfum, Moonsiff of Ooloobareah	-	100	0 0				
Establishment	-	40	0 0				
				140	0 0		
Muddungopaul Shome, Moonsiff of Keerpoy	-	100	0 0				
Establishment	-	40	0 0				
				140	0 0		
Nobeenchunder Mitter, Moonsiff of Rajapore	-	100	0 0				
Establishment	-	40	0 0				
				140	0 0		
							1,130 0 0
For the Settlement of Chinsurah.							
Gregorius Herklots, Fiscal	-			522	8 0		
J. Mendes, Assistant ditto	-			30	0 0		
							552 8 0
Additional Establishment for the Judge.							
Neelnadub Neogy, Acting Mohurer	-			15	0 0		
Heeroochunder Sein, Mohurer	-			15	0 0		
Madubchunder Kurr	-			10	0 0		
1 Buxshee	-			5	0 0		
6 Chupmassies	-			24	0 0		
							69 0 0
							4,453 2 0
							6,845 2 3
JESSORE DEWANEE ADAWLUT.							
R. M. Skinner, Civil and Sessions Judge	-						2,500 0 0
English Office.							
Govindchunder Bose, Head Writer	-			75	0 0		
Greerchunder Chatterjee, 2d ditto	-			35	0 0		
1 Duftery	-			6	0 0		
							116 0 0
OMLAH.							
Mahomed Kamel, Molovee	-			100	0 0		
Kurnauth Roy, Sheristadar	-			100	0 0		
Shreedhur Mitter, Peishkar	-			30	0 0		
Groochurn Bose, Mohafiz	-			30	0 0		
Dhurneedhur Dutt, Naib ditto	-			20	0 0		
Parbutty Churn Mozoondar, Government Pleader	-			20	0 0		
Ramruttun Holdar, Meer Moonshee	-			20	0 0		
Mudunmohun Roy, Runbookar Nuyces	-			20	0 0		
Issurechunder Mitter, Deputy ditto	-			15	0 0		
Chundernauth Roy, Sessions Moonshee	-			20	0 0		
Jugutchunder Mitter, Deputy ditto	-			15	0 0		
Bhugwanchunder Ghose, Mohurer	-			12	0 0		
Dooregachurn Bose, ditto	-			12	8 6		
Lokenauth Mitter, ditto	-			12	0 0		
Ramloll Ghose, ditto	-			12	0 0		
Dooregachurn Holdar, ditto	-			10	0 0		
Mohun Mitter, ditto	-			10	0 0		

JESSORE DEWANEE ADALUT—continued.											Monthly Total.		
English Office, Omlah—continued.					R.	A.	P.	R.	A.	P.	R.	A.	P.
Dwarkanath Bose, ditto	-	-	-	-	10	0	0						
Burdakanth Ghose, ditto	-	-	-	-	10	0	0						
Doorgapersaud Biswas, ditto	-	-	-	-	10	0	0						
Puddolochun Neogy, ditto	-	-	-	-	10	0	0						
Sreenauth Doss, ditto	-	-	-	-	10	7	2						
Sahanutoollah, ditto	-	-	-	-	10	0	0						
Gungadhur Roy, ditto	-	-	-	-	10	0	0						
Shamachurn Mookerjee, ditto	-	-	-	-	10	0	0						
Reazooddeen, Nazier	-	-	-	-	20	14	5						
Rehanooddeen, Naib ditto	-	-	-	-	10	0	0						
1 Mohurer	-	-	-	-	6	0	0						
3 Dufteries	-	-	-	-	11	4	11						
1 Sweeper	-	-	-	-	2	8	0						
22 Chuprassies @ 4n. each	-	-	-	-	88	0	0						
Treasury.								677	12	0			
Tarnechurn Bose, Mohurrir					-	-	-	10	0	0			
Principal Sudder Aumeen's Establishment.													
Openderehunder Nearuttun, 1st Principal Sudder Aumeen	-	-	-	-	400	0	0						
Establishment	-	-	-	-	150	0	0						
								550	0	0			
Pearymohun Banerjee, Sudder Aumeen and Moonsiff of the Sudder Station	-	-	-	-	250	0	0						
Establishment	-	-	-	-	80	0	0						
								330	0	0			
Moonsiffs under Regulation V. of 1831.								880	0	0			
Koylaschunder Dey, 1st Grade Moonsiff of Singha	-	-	-	-	150	0	0						
Establishment	-	-	-	-	40	0	0						
								190	0	0			
Doorgapersaud Roy, 1st Grade Moonsiff of Neabad	-	-	-	-	150	0	0						
Establishment	-	-	-	-	40	0	0						
								190	0	0			
Golam Abed, Moonsiff of Trimany	-	-	-	-	100	0	0						
Establishment	-	-	-	-	40	0	0						
								140	0	0			
Luckeenarain Mitter, 1st Grade Moonsiff of Dhurmpore	-	-	-	-	150	0	0						
Establishment	-	-	-	-	40	0	0						
								190	0	0			
Radanauth Chatterjee, Moonsiff of Comercolly	-	-	-	-	100	0	0						
Establishment	-	-	-	-	40	0	0						
								140	0	0			
Aunnundehunder Banerjee, 1st Grade Moonsiff of Kaloopore	-	-	-	-	150	0	0						
Establishment	-	-	-	-	40	0	0						
								190	0	0			
Seeduck Ahmud, Moonsiff of Jheeneedah	-	-	-	-	100	0	0						
Establishment	-	-	-	-	40	0	0						
								140	0	0			
Syed Ahmud, 1st Grade Moonsiff of Mahomedpore	-	-	-	-	150	0	0						
Establishment	-	-	-	-	40	0	0						
								190	0	0			
Abdoor Rouf, Moonsiff of Sulkea	-	-	-	-	100	0	0						
Establishment	-	-	-	-	40	0	0						
								140	0	0			
Uddulooddeen Mahomed, Moonsiff of Khajoorah	-	-	-	-	100	0	0						
Establishment	-	-	-	-	40	0	0						
								140	0	0			
Haranund Mozoondar, Moonsiff of Lohargorra	-	-	-	-	100	0	0						
Establishment	-	-	-	-	40	0	0						
								140	0	0			
Moonshee Attceollah, Moonsiff of Tollah	-	-	-	-	100	0	0						
Establishment	-	-	-	-	40	0	0						
								140	0	0			
Burkundauze Guard.								1,930	0	0			
8 Burkundaues @ 4n. each					-	-	-	32	0	0			
1 Duffadar					-	-	-	6	0	0			
								38	0	0			
Company's Rupees					-	-	-				3,651	12	0
											6,151	12	0

MIDNAPORE DEWANEE ADAWLUT.				Monthly Total.		
	R.	A.	P.	R.	A.	P.
W. Luke, Civil and Sessions Judge	-	-	-	-	-	-
						2,500 0 0
<i>English Office.</i>						
C. R. Ross, Head Writer	80	0	0			
Brojomohun Doss, 2d ditto	40	0	0			
Hoyrollah, Duftery	10	7	2			
				130	7	2
<i>OMLAH.</i>						
Golam Sufdar, Molovee	100	0	0			
Kalleekanund Roy, Sheristadar	100	0	0			
Gyagolind Paul, Peishkar	50	0	0			
Surbessur Roy, Moonshee	25	0	0			
Mahomed Mynooddeen, Record Keeper	30	0	0			
Mahomed Mufuzul, Deputy ditto	10	0	0			
Muddoosudun Ghose, Mohurrir	15	0	0			
Chunderseekar Ghose, Acting ditto	14	0	0			
Muddoosudun Paul, ditto	14	0	0			
Muddoosudun Bose	14	0	0			
Mohendernauth Ghose, ditto	14	0	0			
Kadressur Roy, ditto	14	0	0			
Abdool Sumud	12	0	0			
Muzhur Ally, ditto	10	0	0			
Issurehundur Sircar, ditto	10	0	0			
Hurreenarain Dutt, Government Pleader	20	0	0			
Muzrul Hossein, Nazier	25	0	0			
3 Chuprassies @ 4R. 2A. 10½P. each	12	8	6			
17 ditto @ 4R. each	68	0	0			
1 Bheesty	4	0	0			
1 Duftery	4	8	0			
1 Melter	3	2	2			
				569	2	8
<i>Treasury.</i>						
Kasseenath Bose, Treasurer	25	0	0			
1 Podar	5	0	0			
				30	0	0
<i>Principal Sudder Aumcen's Establishment.</i>						
A Davidson, Principal Sudder Aumcen	400	0	0			
Establishment	150	0	0			
				550	0	0
Khyrat Hossein, Officiating Sudder Aumcen and Moon-						
siff of Sudur Station	250	0	0			
Establishment	80	0	0			
				330	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>						
Woonreschunder Mookerjee, Moonsiff of Aunnundpore	100	0	0			
Establishment	40	0	0			
				140	0	0
Imjad Ally, 1st Grade Moonsiff of Bogree	150	0	0			
Establishment	40	0	0			
				190	0	0
Khyrat Hossein, Moonsiff of Cosseegunge	100	0	0			
Establishment	40	0	0			
				140	0	0
Shreenauth Bhooya, Moonsiff of Holmejole	100	0	0			
Establishment	40	0	0			
				140	0	0
Juggohindoo Banerjee, 1st Grade Moonsiff of Pertab-						
pore	150	0	0			
Establishment	40	0	0			
				190	0	0
H. C. Bell, Moonsiff of Nicossy	100	0	0			
Establishment	40	0	0			
				140	0	0
Derasutoollah, Moonsiff of Nugwa	100	0	0			
Establishment	40	0	0			
				140	0	0
Russickloll Bose, Moonsiff of Nimaul	100	0	0			
Establishment	40	0	0			
				140	0	0
				1,220	0	0

MIDNAPORE DEWANEE ADAWLUT—continued.

Burkundauze Guard.

	R.	A.	P.	R.	A.	P.	Monthly Total.
							R. A. P.
1 Duffadar - - - - -	6	0	0				
12 Burkundauzes @ 4R. each - - - - -	48	0	0				
				54	0	0	
Court House Rent - - - - -	-	-	-	104	8	0	
							2,988 1 10
Company's Rupees - - - - -	-	-	-	-	-	-	5,488 1 10

MYMENSING DEWANEE ADAWLUT.

R. E. Cunliffe, Civil and Sessions Judge - - - - -	-	-	-	-	-	-	2,500 0 0
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English Office.

T. Jahans, Head Writer - - - - -	73	2	5				
J. Baptist, 2d ditto - - - - -	30	0	0				
1 Duftery - - - - -	5	0	0				
				108	2	5	

OMLAH.

Molovee Abdool Kurrem, Mahomedan Law Officer - - - - -	100	0	0				
Joychunder Ghose, Sheristadar - - - - -	100	0	0				
Ramlochan Chuckerbutty, Peishcar - - - - -	40	0	0				
Tarneesunkur Goopt, Record Keeper - - - - -	30	0	0				
Shreenauth Bhuttacharjee, Mohurrir under ditto - - - - -	12	0	0				
Gourmohun Ghose, Government Pleader - - - - -	20	14	4				
Gaurcepersaud Dutt, Roobookar Novees - - - - -	20	0	0				
Kissenkissore Bul, Mohurrir - - - - -	20	0	0				
Gourynauth Roy, ditto - - - - -	15	0	0				
Birassur Roy, ditto - - - - -	14	0	0				
Govindmohun Ghose, ditto - - - - -	14	0	0				
Guggunchundur Bhoomick, ditto - - - - -	14	0	0				
Hurrykissore Roy - - - - -	10	0	0				
Doorgachurn Bose, Acting Nazier - - - - -	25	0	0				
Mitto Khan, Naib ditto - - - - -	15	0	0				
Johurrudden, Mirdah - - - - -	10	0	0				
Fuzulloollah Mahomed Mohurer - - - - -	20	14	4				
1 Sweeper - - - - -	4	0	0				
20 Peons, 4 @ 4R. 2A. 10P. each, 16R. 11A. 6P. and 16 @ 4 each, 64R. - - - - -	80	11	6				
				565	8	2	

Treasury.

Ramkanye Bundopadca, Treasurer - - - - -	-	-	-	-	-	-	25 0 0
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Principal Sudder Aumeen's Establishment.

	R.	A.	P.				
Pundit Nurhurry Seromoney, Principal Sudder Aumeen Establishment - - - - -	400	0	0				
	150	0	0				
				550	0	0	
Molovee Nazirooddeen, Mahomed Sudder Aumeen and Sudder Moonsiff - - - - -	250	0	0				
Establishment - - - - -	80	0	0				
				330	0	0	
				880	0	0	

Moonsiffs under Regulation V. of 1831.

Molooosoodun Chowdry, Moonsiff of Allgah Establishment - - - - -	100	0	0				
	40	0	0				
				140	0	0	
Nundecoomar Bose, Moonsiff of Bezetpore Establishment - - - - -	100	0	0				
	40	0	0				
				140	0	0	
Molovee Horumally, Moonsiff of Gosgong Establishment - - - - -	100	0	0				
	40	0	0				
				140	0	0	
Calleckinkur Roy, 1st Grade Moonsiff of Madengunge Establishment - - - - -	150	0	0				
	40	0	0				
				190	0	0	
Molooosoodun Ghose, Moonsiff of Nitrocomah Establishment - - - - -	100	0	0				
	40	0	0				
				140	0	0	
Sonatum Roy, Moonsiff of Nickle Establishment - - - - -	100	0	0				
	40	0	0				
				140	0	0	

MYMENSING DEWANEE ADAWLUT—continued.						Monthly Total.		
Moonsiffs—continued.						R.	A.	P.
Ramdoololl Doss, Moonsiff of Pingnah Establishment	-	-	-	-	-	100	0	0
						40	0	0
						140	0	0
Mahomed Sadie, 1st Grade Moonsiff of Serepore Establishment	-	-	-	-	-	150	0	0
						40	0	0
						190	0	0
Roychunder Chuckerbutty, Moonsiff of Sheregunge Establishment	-	-	-	-	-	100	0	0
						40	0	0
						140	0	0
						1,360	0	0
Burkundauze Guard.								
1 Duffadar	-	-	-	-	-	6	0	0
12 Burkundauzes @ 4 R. each	-	-	-	-	-	48	0	0
						54	0	0
								2,992 10 7
Company's Rupees						-	-	-
								5,492 10 7
MOORSIEDABAD DEWANEE ADAWLUT.								
D. J. Money, Civil and Sessions Judge	-	-	-	-	-	-	-	2,500 0 0
English Office.								
Neelkanth Goopt, Head Writer	-	-	-	-	-	100	0	0
Petumber Goopt, Assistant ditto	-	-	-	-	-	30	0	0
1 Duftery	-	-	-	-	-	6	0	0
								136 0 0
OMIAH.								
Molovee Abdool, Jubber Molovee	-	-	-	-	-	100	0	0
Syed Hossein, Ally Caze	-	-	-	-	-	150	0	0
Muddunmohun, Turkolankar Pundit	-	-	-	-	-	150	0	0
Sreokanth Roy, Government Pleader	-	-	-	-	-	20	0	0
Obhoychurn Bose, Sheristadar	-	-	-	-	-	100	0	0
Shamdun Mookerjee, Acting Peishkar	-	-	-	-	-	50	0	0
Dabeechurn Chatterjee, Acting Roobookar Novees	-	-	-	-	-	30	0	0
Haneemadub Bose, Record Keeper	-	-	-	-	-	30	0	0
Tarnechurn Roy, Return Novees	-	-	-	-	-	25	0	0
Umbicachurn Dutt, Acting Head Mohurer	-	-	-	-	-	25	0	0
Hurreemohun, Burat Mohurer	-	-	-	-	-	15	0	0
Pearyloll Sircar, ditto	-	-	-	-	-	15	0	0
Oranbundoo Banerjee, ditto	-	-	-	-	-	12	0	0
Mahomed Cazeem, ditto	-	-	-	-	-	10	0	0
Ramchunder Roy, ditto	-	-	-	-	-	10	0	0
Dwarkanath Mookerjee, ditto	-	-	-	-	-	10	0	0
Ramdun Chowdry, ditto	-	-	-	-	-	10	0	0
Dwarkanath Roy, ditto	-	-	-	-	-	10	0	0
Beejoygobind Dhur	-	-	-	-	-	10	0	0
Punchanun Mitter, Acting ditto	-	-	-	-	-	10	0	0
Bissennath Roy, ditto	-	-	-	-	-	10	0	0
Gunputty Ghosaul, ditto	-	-	-	-	-	10	0	0
Tacoorpersaud Dhar, ditto	-	-	-	-	-	10	0	0
Gopeemohun Mozoomdar, ditto	-	-	-	-	-	10	0	0
Jugessor Chowdry, Nazier	-	-	-	-	-	25	0	0
Merza Hossein Beig, Naib ditto	-	-	-	-	-	15	0	0
20 Chuprassies	-	-	-	-	-	80	0	0
1 Bheesty	-	-	-	-	-	4	0	0
1 Mehter	-	-	-	-	-	3	0	0
1 Duftery	-	-	-	-	-	5	0	0
								964 0 0
Treasury.								
Bissumbhur Sein, Treasurer	-	-	-	-	-	25	0	0
2 Mohurers, @ 6R. each	-	-	-	-	-	12	0	0
1 Poddar	-	-	-	-	-	6	0	0
								43 0 0
Civil Court Guard.								
1 Duffadar	-	-	-	-	-	6	0	0
12 Burkundauze, @ 4R. each	-	-	-	-	-	48	0	0
								54 0 0

MOORSHEDABAD DEWANEE ADAWLUT—continued.				Monthly Total.		
<i>Principal Sudder Aumeens Establishment.</i>				R.	A.	P.
Molovee Abdool Wahid Khan, 1st Grade Principal Sudder Aumeen	-	-	-	600	0	0
Establishment	-	-	-	150	0	0
				750	0	0
<i>Sudder Aumeen's Establishment.</i>				R.	A.	P.
Molovee Golam Ghons, Suddur Aumeen	-	-	-	250	0	0
Establishment	-	-	-	80	0	0
				330	0	0
<i>Moonsiff under Regulation V. of 1831.</i>				R.	A.	P.
Groopersaud Bose, Moonsiff of Kandee	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Molovee Momtaz Ally, Moonsiff of Gawas	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Rangopaul Shome, Moonsiff of Zeagunge	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Sheik Golam Furred, 1st Grade Moonsiff of Hurhurparrah	-	-	-	150	0	0
Establishment	-	-	-	100	0	0
				190	0	0
Tarakissen Hoidar, Moonsiff of Junghypore	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Doorgapersaud Bose, Moonsiff of Lalbaugh	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
				890	0	0
						3,167 0 0
Company's Rupees	-	-	-	-	-	5,667 0 0
NUDDEA DEWANEE ADAWLUT.				R.	A.	P.
J. C. Brown, Civil and Sessions Judge	-	-	-	-	-	-
E. Bentall, Additional Sessions Judge of 24 Pergunnahs, Nuddea, Hoogly and East Burdwan (Salary shown in 24 Pergunnahs).	-	-	-	-	-	-
Cutcherry Ground Rent	-	-	-	6	4	4
Record Office and Malikhana Rent	-	-	-	0	4	7
						6 8 11
<i>English Office.</i>				R.	A.	P.
Govindhunder Chatterjee, Head Clerk	-	-	-	100	0	0
Jadubhunder Paul, Writer	-	-	-	15	0	0
1 Duftery	-	-	-	6	0	0
				121	0	0
<i>Law Officer.</i>				R.	A.	P.
Molovee Yatzad Hossein, Molovee	-	-	-	100	0	0
						221 0 0
OMLAH.				R.	A.	P.
Dabcepersaud Sing, Acting Sheristadar	-	-	-	100	0	0
Kumluaknath Mookerjee, Acting Peishkar	-	-	-	50	0	0
Punchanund Roy, Acting Meer Moonshee	-	-	-	30	0	0
Hurrischur der Chatterjee, Acting Head Mohurer	-	-	-	25	0	0
Birjodoololi Mookerjee, Mohurer	-	-	-	16	0	0
Juggessur Bhadoory, ditto	-	-	-	12	0	0
Towkeel Hossein, ditto	-	-	-	13	0	0
Moheschunder Chatterjee, ditto	-	-	-	12	0	0
Abdoossamud, ditto	-	-	-	12	0	0
Luttaful Hossein, ditto	-	-	-	10	0	0
Ally Usgar, ditto	-	-	-	15	10	9
Aosuf Mahomed, ditto	-	-	-	12	0	0
5 Ditto @ 8r. each	-	-	-	40	0	0
Durponarain Sircar, Acting Record Keeper	-	-	-	30	0	0
Muntoosmeddeen Nazier	-	-	-	26	2	0
Abdoollah Naib, ditto	-	-	-	10	0	0
Mothooramohun Roy, Treasurer	-	-	-	26	2	0
Koylas Puttee Chatterjee, Mohurer to ditto	-	-	-	12	0	0

NUDDEA DEWANEE ADAWLUT—continued.				Monthly Total.		
English Office, Omlah—continued.				R.	A.	P.
1 Poddar	-	-	-	8	0	0
14 Chupprassies	-	-	-	56	8	9
1 Duftery	-	-	-	4	2	10
1 Ditto	-	-	-	4	0	0
1 Bhicsty	-	-	-	4	0	0
Tarneepersaud Ghose, Government Pleader	-	-	-	20	0	0
1 Sweeper	-	-	-	4	0	0
				552	10	4
<i>Principal Sudder Aumeen's Establishment.</i>						
Ramlochan Ghose, Principal Sudder Aumcen	-	-	-	400	0	0
Establishment	-	-	-	150	0	0
				550	0	0
Syed Sukhawut Hossein, Sudder Aumeen and Moonsiff at Sudder Station	-	-	-	250	0	0
Establishment	-	-	-	80	0	0
				330	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>						
Gopeenath Bhose, Moonsiff of Santipore	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Ramcomul Roy Chowdry, Moonsiff of Meheerpore	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Mahomed Wahee, Moonsiff of Punghatta	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Gungachurn Sircar, Moonsiff of Hauskhally	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Golam Rabbanee, Moonsiff of Sooksagur	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Molovee Syed Abdooz Rub, 1st Grade Moonsi of Kagnzpookereah	-	-	-	150	0	0
Establishment	-	-	-	40	0	0
				190	0	0
Gourlurry Bose, Moonsiff of Bugdahah	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Gourchunder Majoomdar, Moonsiff of Hunrah	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Syed Sandut Hossein, 1st Grade Moonsiff of Doulut-gunge	-	-	-	150	0	0
Establishment	-	-	-	40	0	0
				190	0	0
<i>Burkundauze Guard.</i>						
1 Duffadar	-	-	-	6	0	0
12 Burkundauzes @ 4R. each per month	-	-	-	48	0	0
				54	0	0
Company's Rupees				-	-	-
PATNA DEWANEE ADAWLUT.						
J. Loughan, Civil and Sessions Judge	-	-	-	-	-	-
<i>English Office.</i>						
C. P. Fisson, Writer	-	-	-	75	0	0
W. Limond, ditto	-	-	-	30	0	0
1 Duftery	-	-	-	8	0	0
<i>OMLAH.</i>						
Waheedooddeen Khan, Cazeo	-	-	-	150	0	0
Potamber Turkbagish, Pundit	-	-	-	150	0	0
Molovee Mahomeddee, Molovee	-	-	-	100	0	0

PATNA DEWANEE ADAWLUT—continued.							Monthly Total.		
English Office, Omlah—continued.				R.	A.	P.	R.	A.	P.
Dewanmowla Bux, Sheristadar	-	-	-	100	0	0			
Gopal Sahae, Record Keeper	-	-	-	30	0	0			
Moonshee, Abdool Allee, Peishkar	-	-	-	25	0	0			
Govindpersaud, Molovee	-	-	-	25	0	0			
Lalla Toolseeram, Government Pleader	-	-	-	20	0	0			
Shumrunloll, Mohurer	-	-	-	20	0	0			
Nundloll, ditto	-	-	-	20	14	4			
Shewakram, ditto	-	-	-	15	10	9			
Abdoollah, ditto	-	-	-	12	0	0			
Ally Hossein, ditto	-	-	-	12	0	0			
Mahomed Ally, ditto	-	-	-	12	0	0			
Joyram, ditto	-	-	-	12	8	7			
Valaet Hossein, ditto	-	-	-	12	0	0			
Nundcoomar, ditto	-	-	-	10	0	0			
Dowlutram, ditto	-	-	-	12	0	0			
Syed Mozuffer, Ally Nazier	-	-	-	25	0	0			
Feda Ally, Naib Nazier	-	-	-	15	0	0			
6 Chuprassies @ 4r. 2A. 10½r. each	-	-	-	25	1	3			
14 Ditto @ 4r. each	-	-	-	56	0	0			
1 Bhisty	-	-	-	3	0	0			
1 Sweeper	-	-	-	3	0	0			
<i>Treasury.</i>				866	2	11			
Behareeloll, Treasurer	-	-	-	25	0	0			
<i>Principal Sudder Ameen's Establishment</i>							891	2	11
Molove Mahomed Nazim, Principal Sudder Ameen (doing Duty at Dacca)	-	-	-	400	0	0			
Establishment	-	-	-	150	0	0			
				550	0	0			
Lalla Sunkerloll, Additional Principal Sudder Ameen	-	-	-	400	0	0			
Establishment	-	-	-	150	0	0			
				550	0	0			
Molovee Fuffuzool Hossein, Sudder Ameen and Moonsiff of the Sudder Station	-	-	-	250	0	0			
Establishment	-	-	-	80	0	0			
				330	0	0			
<i>Moonsiffs under Regulation V. of 1831.</i>							1,430	0	0
J. Da Costa, Moonsiff of City Patna	-	-	-	100	0	0			
Establishment	-	-	-	40	0	0			
				140	0	0			
Sujand Ally Khan, 1st Grade Moonsiff of Western Division	-	-	-	150	0	0			
Establishment	-	-	-	40	0	0			
				190	0	0			
Ullee Uzeen, Moonsiff of Eastern Division	-	-	-	100	0	0			
Establishment	-	-	-	40	0	0			
				140	0	0			
							470	0	0
Company's Rupees									
							2,904	2	11
PURNEAH DEWANEE ADAWLUT.							5,404	2	11
F. Lowth, Civil and Sessions Judge	-	-	-				2,500	0	0
<i>English Office.</i>									
H. Ernest, Writer	-	-	-	75	0	0			
Radamanub Ghose, Additional Writer	-	-	-	30	0	0			
Burkut Omlah, Duftery	-	-	-	10	0	0			
							115	0	0
<i>OMLAH.</i>									
Moolvee Syed Yar Ally, Molovee	-	-	-	100	0	0			
Ramchaund, Acting Sheristadar	-	-	-	100	0	0			
Issurchunder, Acting Peishkar	-	-	-	50	0	0			
Reetoll, Acting Roobookar Noyces	-	-	-	25	0	0			
Dogrgachund, Acting Record Keeper	-	-	-	30	0	0			
Runoololl, Acting Mohurer	-	-	-	20	0	0			
Karoololl, Acting ditto	-	-	-	15	0	0			
Valait Ally, Acting ditto	-	-	-	12	0	0			
Umner Buxsh, Acting ditto	-	-	-	12	0	0			
Birjoinohum, Acting ditto	-	-	-	10	0	0			

PURNEAH DEWANEE ADAWLUT—continued.					Monthly Total.		
English Office, Omlah—continued.					R.	A.	P.
Mirza Ahamed, Government Pleader	-	-	-	-	20	14	4
Kunyaloll, Nazier	-	-	-	-	25	0	0
Khirrodloll, Naib ditto	-	-	-	-	10	0	0
Bunkbeharee, Mohurer	-	-	-	-	12	0	0
2 Mohurers @ 9r. each	-	-	-	-	18	0	0
3 Ditto @ 8r. each	-	-	-	-	24	0	0
1 Bhisty	-	-	-	-	4	0	0
1 Mehter	-	-	-	-	3	0	0
15 Chupprassies @ 4r. each	-	-	-	-	60	0	0
1 Duftry in the Record Office	-	-	-	-	4	0	0
<i>Treasury.</i>							
Rasmohun Sircar, Treasurer	-	-	-	-	25	0	0
1 Duffadar	-	-	-	-	6	0	0
12 Burkundauzes @ 4r. each	-	-	-	-	48	0	0
<i>Principal Sudder Aumeen's Establishment.</i>							
Moolvee Rooknooddeen, Principal Sudder Aumeen	-	400	0	0			
Establishment	-	150	0	0			
<i>Sudder Aumeen's Establishment.</i>							
Molovee Gurreeloll Allum, Sudder Aumeen	-	250	0	0			
Establishment	-	80	0	0			
<i>Moonsiffs under Regulation V. of 1831.</i>							
Hurchunder Chatterjee, Moonsiff of Urazweeah	-	100	0	0			
Establishment	-	40	0	0			
Enamul Hug Ally, Acting Moonsiff of Goudwah	-	100	0	0			
Establishment	-	40	0	0			
Molovee Fuzilut Hossein, Moonsiff of Kissengunge	-	100	0	0			
Establishment	-	40	0	0			
Molovee Syed Hameedooddeen, Moonsiff of Doolalgunge	-	100	0	0			
Establishment	-	40	0	0			
Thakoorpersaud, Moonsiff of Dundah	-	100	0	0			
Establishment	-	40	0	0			
Hurreemohun Bhuttacharjee, Moonsiff of Dundkhora	-	100	0	0			
Establishment	-	40	0	0			
T. C. Permington, Moonsiff of Nauthpore	-	100	0	0			
Establishment	-	40	0	0			
Umbicachurn Gangooly, Acting Moonsiff of Bahadoor-	-	100	0	0			
gunge	-	40	0	0			
Establishment	-	40	0	0			
Joygopaul Bose, Moonsiff of Khurla	-	100	0	0			
Establishment	-	40	0	0			
Uzniul Hossein, Moonsiff of Kurba	-	100	0	0			
Establishment	-	40	0	0			
Company's Rupees							
TWENTY-FOUR PERGUNNAHS DEWANEE ADAWLUT.							
W. J. H. Money, Civil and Sessions Judge, with the Powers of a special Commissioner under Regulation 3, 1828	-	-	-	-	2,500	0	0
E. Bental, Additional Sessions Judge of 24 Pergunnahs, Nudder, Hooghly and East Burdwan	-	-	-	-	2,500	0	0
Travelling Allowance	-	-	-	-	250	0	0
F. P. Strong, Assistant Surgeon	-	-	-	-	313	8	0

TWENTY-FOUR PERGUNNAHS DEWANEE ADAWLUT—continued.

				Monthly Total.		
<i>English Office.</i>				R.	A.	P.
Modosoodun Sircar, Writer	-	-	-	70	0	0
Chunderkanth Roy, Section Writer	-	-	-	50	0	0
Umbicachwin Roy, Translator of Decisions, Process Clerk, and Writer of Depositions	-	-	-	50	0	0
Rankissen Doss, Assistant	-	-	-	31	0	0
2d ditto, at 7r. each	-	-	-	14	0	0
John Anderson, Constable	-	-	-	-	-	-
				215	0	0
				50	0	0
<i>OMLAH.</i>				R.	A.	P.
Modosoodun Bachusputty, Provincial Pundit	-	-	-	150	0	0
Molovee Ahmed, Law Officer	-	-	-	100	0	0
Istanded Hyder, Sheristadar	-	-	-	100	0	0
Bykuntath Biswas, Peishkar	-	-	-	50	0	0
Punchanum Bamerjee, Record Keeper	-	-	-	30	0	0
Ramecomar Roy, Deputy ditto	-	-	-	15	0	0
Lalla Nittanund, Writer of Decrees	-	-	-	25	0	0
Sibchunder Chowdry, Proceeding Writer	-	-	-	25	0	0
Oodoychaund Chatterjee, Meer Moonshee of Session Department	-	-	-	35	0	0
Madubchunder Dutt, Mohurer in charge of Moonsiff's Appeal and original Suit	-	-	-	15	0	0
Zeawooddeen, Mohurer in charge of Miscellaneous Duties	-	-	-	10	0	0
Juddoonath Mookerjee, Return Novees	-	-	-	20	0	0
Rammohun Chuckerbutty, ditto ditto	-	-	-	20	14	5
Markund Sein, Mohurer in charge of summary Appeals	-	-	-	15	0	0
Radanath Banerjee, Mohurer or Return Writer	-	-	-	15	10	9
Modosoodun Bose, Assistant to the Record Keeper	-	-	-	15	0	0
Ramdhun Ghose, ditto ditto	-	-	-	10	0	0
Fuzlee Ally, Sessions Mohurer	-	-	-	10	0	0
Bissonauth Paulit, Mohurer under Sec. 4, Regulation 17, of 1793	-	-	-	12	0	0
Nuzur Mahomed, ditto in charge of intestate Property	-	-	-	15	0	0
Abdool Wahed Khan, ditto in charge of Appeal Suit	-	-	-	15	0	0
Azeezul Hug, ditto in charge of the Court of Small Causes	-	-	-	10	0	0
Abdool Uheed, Assisting ditto in charge of Miscellaneous Duties	-	-	-	15	0	0
Oomeschunder Mitter, ditto under Regulation 10 of 1819	-	-	-	15	0	0
Essachunder Chatterjee, Nazier	-	-	-	25	0	0
Madubchunder Sing, Naib ditto	-	-	-	10	0	0
Surroopchunder Ghose, Government Vakeel	-	-	-	20	0	0
Bissonath Doss, Native Doctor	-	-	-	10	7	2
1 Duftery	-	-	-	4	0	0
1 Bookbinder	-	-	-	6	0	0
1 Bhity 4r. and 1 Sweeper 4r. 2A. 11r.	-	-	-	8	2	11
1 Chupprassy	-	-	-	4	2	11
17 ditto, @ 4r. each	-	-	-	68	0	0
				899	6	2
<i>Accountant Department.</i>				R.	A.	P.
Gourecchurn Roy, Treasurer	-	-	-	25	0	0
Shreemath Chuckerbutty, Mohurer to ditto	-	-	-	10	0	0
1 Mohurer 8r. and 1 Poddar 6r.	-	-	-	14	0	0
				49	0	0
<i>Principal Sudder Aumeen's Establishment.</i>				R.	A.	P.
Molovee Mahomed Saem, Principal Sudder Aumeen	-	-	-	400	0	0
Establishment	-	-	-	150	0	0
				550	0	0
Kasscesur Mitter, Principal Sudder Aumeen	-	-	-	400	0	0
Establishment	-	-	-	150	0	0
				550	0	0
H. S. Thompson, Sudder Aumeen and Sudder Moonsiff	-	-	-	250	0	0
Establishment	-	-	-	80	0	0
				330	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>				R.	A.	P.
Juggernauth Persaud Banerjee, Moonsiff of Bisshenpore	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
				140	0	0
Beneenauth, 1st Grade Moonsiff of Manicktollah	-	-	-	150	0	0
Establishment	-	-	-	40	0	0
				190	0	0
Baneemadub Shome, 1st Grade Moonsiff of Patterghatta	-	-	-	150	0	0
Establishment	-	-	-	40	0	0
				190	0	0
				1,430	0	0

TWENTY-FOUR PERGUNNAHS DEWANEE ADAWLUT—continued.				Monthly Total		
Moonsiffs—continued.				R.	A.	P.
	R.	A.	P.			
Nilmoney Mitter, Moonsiff of Kodumgatchee	100	0	0			
Establishment	40	0	0	140	0	0
Harrischunder Mitter, Moonsiff of Lubsa	100	0	0			
Establishment	40	0	0	140	0	0
Rajmohun Mitter, Moonsiff of Buxsheer Hant	100	0	0			
Establishment	40	0	0	140	0	0
W. Wright, 1st Grade Moonsiff of Sulkea	150	0	0			
Establishment	40	0	0	190	0	0
Ramnarain Sandel, 1st Grade Moonsiff of Nychattee	150	0	0			
Establishment	40	0	0	190	0	0
Additional Sessions Judge's Establishment.						
Woomeschunder Mookerjee, Writer	50	0	0			
Hemchunder Mookerjee, Assistant to ditto	12	0	0	62	0	0
OMLAH.						
Hurrochunder Sein, Sheristadar	60	0	0			
Ramloll Sein, Mohurer	25	0	0			
Shamachurn Doss, ditto	15	0	0			
1 Jemadar	7	0	0			
4 Chuprassies @ 5R. each	20	0	0	127	0	0
					189	0 0
						4,152 6 2
Company's Rupees						
						9,715 14 2
RAJESHAIYE DEWANEE ADAWLUT.						
G. C. Cheap, Civil and Sessions Judge						2,500 0 0
English Office.						
Gungadhur Nang, Head Writer	75	0	0			
Ramrooddur Moitree, 2d ditto	23	0	0			
1 Duftery	6	0	0			
					104	0 0
OMLAH.						
Moloveg Rushurrudden, Law Officer	100	0	0			
Nobokissen Sein, Sheristadar	100	0	0			
Seebchunder Roy, Peishkar	45	0	0			
Moheschunder Roy, Record Keeper	30	0	0			
Buddunchunder Mitter, Missil Novees	25	0	0			
Mahomed Kazem, Decree Novees	20	0	0			
Juggobundoo Roy, Government Pleader	20	0	0			
Kissenkath Sing, Mohurer	13	0	0			
Jankeenath Benerjee, ditto	10	0	0			
Bhowanny Kauth Moozomdar, ditto	10	0	0			
Ramdhun Chowdry, ditto	12	0	0			
Rammohun Deb, ditto	12	0	0			
Gungachurn Sein, Acting ditto	12	0	0			
Doorganun Roy, Mohurer	12	0	0			
Sibchunder Sircar, ditto	12	0	0			
Juggutchunder Bagchee, ditto	10	0	0			
Almud Ally, ditto	12	0	0			
Koorban Oollah, ditto	10	0	0			
2 Mohurers @ 8R. each	16	0	0			
Cuffeeluddeen, Nazir	25	0	0			
1 Naib Nazir	6	0	0			
1 Buxee	6	0	0			
2 Dufteries	8	2	10			
16 Chuprassies @ 4R. each	64	0	0			
1 Bhisty	4	2	10			
1 Mehter	3	0	0			
					600	5 8
Treasury.						
Ramcoomar Sircar, Treasurer	26	2	0			
Oodychand Bhoomick, Mohurer to ditto	10	0	0			
					36	2 0

RAJESHAHYE DEWANEE ADAWLUT—continued.				Monthly Total.		
<i>Principal Sudder Aumeen's Establishment.</i>				R.	A.	P.
Molovee Abdool Ally, 1st Grade Principal Sudder Aumeen	R.	A.	P.			
Establishment	600	0	0			
	150	0	0	750	0	0
Hurromohun Neogy, Sudder Aumeen and Moonsiff	250	0	0			
Establishment	80	0	0	330	0	0
Dwarkanath Roy, Sudder Aumeen and Moonsiff of Sudder Station	250	0	0			
Establishment	80	0	0	330	0	0
				1,410	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>						
Mahomed Ally, Moonsiff of Nattoro	150	0	0			
Establishment	40	0	0	190	0	0
Koonjololl Banerjee, Moonsiff of Chowgunge	100	0	0			
Establishment	40	0	0	140	0	0
Mohendernarain Chuckerbutty, Moonsiff of Bhowannygunge	100	0	0			
Establishment	40	0	0	140	0	0
Madubchunder Bhuttachaige, Moonsiff of Beelonareah	100	0	0			
Establishment	40	0	0	140	0	0
Molovee Nusseerudeen Hyder, Moonsiff of Koytooparah	100	0	0			
Establishment	40	0	0	140	0	0
A. D. Lemos, Moonsiff of Shahazadpore	100	0	0			
Establishment	40	0	0	140	0	0
Madubchunder Chowdry, Moonsiff of Chupye	100	0	0			
Establishment	40	0	0	140	0	0
Moonshee Ahmud Ally, Moonsiff of Dhobulhutti	100	0	0			
Establishment	40	0	0	140	0	0
				1,170	0	0
<i>Burkundauze Guard.</i>						
1 Duffadar				6	0	0
12 Burkundauzes @ 4R. each				48	0	0
				54	0	0
<i>Additional Establishment for the Circuit House at Pubnah.</i>						
1 Chowkeedar				4	0	0
1 Sweeper				3	0	0
				7	0	0
						3,381 7 8
Company's Rupees						5,881 7 8
RUNGPORE DEWANEE ADAWLUT.						
J. Wyatt, Civil and Sessions Judge						2,500 0 0
<i>English Office.</i>						
Nobocoemar Chatterjee, Clerk	75	0	0			
1 Duftery	4	0	0	79	0	0
OMLAH.						
Chunderpersaud Sein, Sheristadar	100	0	0			
Molovee Golan Hossein, Molovee	100	0	0			
Radamohun Roy, Peishkar	30	0	0			
Bissessur Mitter, Head Mohurer	25	0	0			
Assanoollah, Decree Novees	16	0	0			
Ramnarain Doss, Mohurer	10	0	0			
Mahomed Ehsin, ditto	10	0	0			
Gopeekauth Doss, 2nd ditto	20	0	0			
Kissendhun Mozoomdar, Preparer of Register	12	0	0			
Baneechunder Sein, Mohurer	10	0	0			
Mohindernarain Doss, Record Keeper	30	0	0			

RUNGPORE DEWANEE ADRAWLUT—continued.										Monthly Total.		
English Office, Omlah—continued.				R.	A.	P.	R.	A.	P.	R.	A.	P.
Doorgapersand Bose, Government Pleader	-	-	-	20	0	0						
Mahatab Khan, Nazier	-	-	-	25	0	0						
1 Duffery	-	-	-	3	0	0						
20 Chupprassies @ 4R. each	-	-	-	80	0	0						
1 Bhiesty 4R. and 1 Mehter 3R	-	-	-	7	0	0	498	0	0			
APPEAL OMLAH.												
Radamohun Roy, Record Keeper	-	-	-	20	0	0						
Radamadub Chowdry, Mohurer	-	-	-	10	0	0						
Bhugbutty Churn Deb, ditto	-	-	-	12	0	0						
Assanoollah, Acting ditto	-	-	-	16	0	0						
1 Acting Mohurer	-	-	-	8	0	0	66	0	0			
Court House at Bograh.												
1 Chowkcedar	-	-	-	4	0	0						
1 Sweeper	-	-	-	3	0	0	7	0	0			
Treasury.										650	0	0
Radamohun Ghosaul, Treasurer	-	-	-	25	0	0						
1 Mohurer 6R. 1 Poddar 5R.	-	-	-	11	0	0	36	0	0			
Principal Sudder Aumcen's Establishment.												
Syed Ahmad Bux, Principal Sudder Aumcen	-	-	-	400	0	0						
Establishment	-	-	-	150	0	0	550	0	0			
Sudder Aumcen's Establishment.												
Rampersand Deb, Sudder Aumcen and Moonsiff of Rung-	-	-	-	250	0	0						
pore Establishment	-	-	-	80	0	0	330	0	0			
Moonsiffs under Regulation V. of 1831.										916	0	0
Petunber Mookerjee, Moonsiff of Kissengunge	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0	140	0	0			
Sarodapersaud Biswas, Moonsiff of Buddergunge	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0	140	0	0			
Syed Strut Hossein, Moonsiff of Olypore	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0	140	0	0			
Greeschunder Chatterjee, 1st Grade Moonsiff of Pullas-	-	-	-	150	0	0						
barry Establishment	-	-	-	40	0	0	190	0	0			
Molovee Moteesorhumun, Moonsiff of Bhowannygunge	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0	140	0	0			
Molovee Jonab Ally, Moonsiff of Bhotmarce	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0	140	0	0			
Molovee Mahomed Munrood, Moonsiff of Burrobarry	-	-	-	100	0	0						
Establishment	-	-	-	40	0	0	140	0	0			
Burkundauze Guard.										1,030	0	0
1 Duffadar	-	-	-				6	0	0			
12 Burkundauzes @ 4R each	-	-	-				48	0	0			
Company's Rupees										54	0	0
										2,650	0	0
										5,150	0	0
COMMISSIONERSHIP.—NORTH EAST PARTS OF RUNG- PORE OR GOWALPARAH.												
Captain A. A. Sturt, Assistant to the Commissioner (on Leave)	-	-	-	1,000	0	0						
Deduct Military Pay, chargeable to the Military Department	-	-	-	121	12	0						
							878	4	0			
Deduct Moiety chargeable to the Revenue Branch	-	-	-	439	2	0				439	2	0

COMMISSIONERSHIP, NORTH-EAST PARTS OF RUNGPORE OR GOWALPARAH—continued.					Monthly Total.		
	R.	A.	P.		R.	A.	P.
Dr. W. Tatlock, in Medical Charge - - - - -	300	0	0				
Palanqueen and vaccinating Allowances - - - - -	50	0	0				
	350	0	0				
Deduct vaccinating Allowance, chargeable to the general Branch -	20	0	0		330	0	0
							769 2 0
<i>English Office.</i>							
G. Hookens, Head Writer - - - - -	80	0	0				
Keddermath Bose, 2d ditto - - - - -	30	0	0				
1 Duftery - - - - -	6	0	0		116	0	0
<i>DEWANNEE OMLAIL.</i>							
Moonshee Ezzut Hossein, Sheristadar - - - - -	80	0	0				
Brojololl Doss, Peishkar - - - - -	30	0	0				
Golam Mookdoom, Record Keeper - - - - -	25	0	0				
Neelgovind Sein, Decree Novces - - - - -	26	0	0				
Mahomed Maroof, Mohurer - - - - -	20	0	0				
Majum Hossein, ditto - - - - -	15	0	0				
Aunund Mohun Odicarry, ditto - - - - -	15	0	0				
Mahomed Rashed, ditto - - - - -	15	0	0				
Sotram Bornowah, ditto - - - - -	12	0	0				
Aradhun Dutt, Government Pleader - - - - -	20	0	0				
Musruff Hossein, Nazier - - - - -	15	0	0				
1 Duftery - - - - -	4	0	0				
Ghyess Mahomed, Jemadar - - - - -	10	0	0				
4 Chupprassees @ 5r. each - - - - -	20	0	0		307	0	0
<i>Treasury.</i>							
Bhyrubchunder Roy, Mohurer - - - - -	-	-	-		10	0	0
<i>Sudder Aumeen's Establishment.</i>							
Kazee Munceroodeen Ahmed, Sudder Ameen - - - - -	150	0	0				
Nujaram Paul, Sheristadar - - - - -	20	0	0				
Ghroochurn Dutt, Peishkar - - - - -	16	8	0				
Rammohun Chakee, Decree Novces - - - - -	12	0	0				
Kallee Churn Ghose, Mohurrer - - - - -	10	0	0				
1 Mohurer - - - - -	7	0	0				
1 Duftery - - - - -	4	8	0				
Contingencies - - - - -	10	0	0		230	0	0
<i>Moonsiff Establishmen..</i>							
Kazee Golam Hacksoney, Moonsiff of Gawalparah - - - - -	80	0	0				
Ramrutton Chuckerbutty, Sheristadar - - - - -	20	0	0				
Bahal Ooddeen, Peishkar - - - - -	12	0	0				
Hurreepersaud Doss, Mohafiz - - - - -	10	0	0				
1 Mohurer - - - - -	8	0	0				
1 ditto - - - - -	8	8	0				
1 ditto - - - - -	6	0	0				
1 Dufterey - - - - -	3	8	0				
Contingencies - - - - -	12	0	0		160	0	0
Kazee Mahomed Aslum, Moonsiff of Dhobree - - - - -	80	0	0				
1 Peishkar - - - - -	8	0	0				
1 Mohafiz - - - - -	5	0	0				
1 Mohurer - - - - -	5	0	0				
Gooroopersaud Bhowah, Sheristadar - - - - -	16	0	0				
1 Dufterey - - - - -	3	0	0				
Contingencies - - - - -	3	0	0		120	0	0
Callee Chunder Doss, Moonsiff of Currebarry - - - - -	80	0	0				
Sheristadar - - - - -	16	0	0				
Peishkar - - - - -	8	0	0				
Mohafiz - - - - -	6	0	0				
1 Mohurer - - - - -	4	0	0				
Contingencies - - - - -	6	0	0		120	0	0
							1,063 0 0
Company's Rupees - - - - -	-	-	-				1,832 2 0

SARUN DEWANEE ADAWLUT.						Monthly Total.		
						R.	A.	P.
C. Garstin, Civil and Sessions Judge						2,500	0	0
<i>English Office.</i>								
Dhunnunjoy Banerjee, Head Writer						75	0	0
Jodsonauth Chatterjee, Acting 2d ditto						25	0	0
1 Dufterey						8	0	0
<i>OMLAH.</i>								
Molovee Azharool Hug, Molovee						100	0	0
Jowad Hossein, Sheristadar						100	0	0
Doond Bahadoor, Peishkar						50	0	0
Kalleepersaud, Record Keeper						30	0	0
Hursuhye, 1st Assistant to ditto						17	0	0
2d Assistant to ditto						8	0	0
Mahabeerpersaud, Treasurer						25	0	0
Sheick Ameer Ally, Mohurer						25	0	0
Gopall Loll, ditto						26	2	0
Bungsheedhur, ditto						25	0	0
Bekoololl, ditto						25	0	0
Gopeenauth Goopt, ditto						26	2	0
Kishenanund, ditto						25	0	0
Bhugwatyloll, ditto						20	0	0
Issurchunder Dutt, ditto						15	0	0
Hurspersaud Pundit, ditto						10	0	0
Heeraloll, Government Pleader						20	0	0
Warris Ally, Nazier						25	0	0
Meer Ahmed Ally, Naib Nazier						15	0	0
13 Chupprasses, @ 4R. each, 52R.; and 7 ditto @ 4R. 2A. 10P.						81	3	10
each, 29R. 3A. 10P.						3	0	0
1 Mehter								
<i>Principal Sudder Aumeen's Establishment.</i>								
Mirza Mahomed Sadik, Principal Sudder Aumeen						400	0	0
Establishment						150	0	0
Molovee Mahomed Haneef, Sudder Aumeen and Moonsiff								
of the Sudder Station						250	0	0
Establishment						80	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>								
Molovee Ally Bucksh, Moonsiff of Pursa						100	0	0
Establishment						40	0	0
Molovee Wahidooddeen, 1st Grade Moonsiff of Chupprah						150	0	0
Establishment						40	0	0
Syed Mahomed Wajed, Moonsiff of Sewan						100	0	0
Establishment						40	0	0
Company's Rupees								
SHAHAHAD DEWANEE ADAWLUT.								
W. Tayler, Civil and Sessions Judge, with the Powers of a Special								
Commissioner, under Regulation III. of 1828						2,500	0	0
<i>English Office.</i>								
Sumbhoonath Goopt, Head Clerk						75	0	0
A. D'Silva, Additional 2d ditto						30	0	0
1 Dufterey						7	0	0
1 Chupprassy						4	0	0
<i>OMLAH.</i>								
Molovee Zuhoor Ally, Molovee						100	0	0
Syed Furzund Ally, Sheristadar						100	0	0
Kalee Suhoie, Record Keeper						30	0	0
Lalla Groopersaud, Hookoom Novces						25	0	0

SHAHABAD DEWANEE ADAWLUT—continued.					Monthly Total.		
English Office, Omlah—continued.					R.	A.	P.
Syed Mahomed Mohseen, Nazier	-	-	-	-	25	0	0
Wasee Ahmed, Decree Novces	-	-	-	-	20	0	0
Bhirgnath Shukoy, Government Pleader	-	-	-	-	20	0	0
Share Ally, Session Mohurer	-	-	-	-	16	0	0
Booneed Sing, Perwannah Novces	-	-	-	-	14	0	0
Gopal Loll, Missil Novces	-	-	-	-	13	0	0
Blugwan Mookerjee, Mohurer	-	-	-	-	12	0	0
Teeluckchaund, ditto	-	-	-	-	10	0	0
Peary Loll, ditto	-	-	-	-	10	7	2
Ekbai Hossein, ditto	-	-	-	-	10	0	0
Jubboololl, ditto	-	-	-	-	10	7	2
Mohes Dutt, ditto	-	-	-	-	12	0	0
Hurrihur Chuckerbutty, ditto	-	-	-	-	10	0	0
3 Chupprassies @ 4r. 2A. 10r. each	-	-	-	-	12	8	7
16 ditto, @ 4r. each	-	-	-	-	64	0	0
1 Bhisty 4r. and 1 Sweeper 3r.	-	-	-	-	7	0	0
Lamp Oil	-	-	-	-	1	0	9
<i>Treasury.</i>							
Sookhanund, Treasurer	-	-	-	-		522	7 8
<i>Principal Sudder Aumeen's Establishment.</i>							
Molovee Golaun Usgar, Principal Sudder Aumeen	-	400	0	0			
Establishment	-	150	0	0			
					550	0	0
A. Almeeda, Sudder Aumeen and Moonsiff of the Sudder Station (under Suspension)	-	250	0	0			
Establishment	-	80	0	0			
					330	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>							
Samuel Dacosta, Additional Moonsiff of Arrah	-	100	0	0			
Establishment	-	40	0	0			
					140	0	0
Sheik Mahomed Hossein, Moonsiff of Gourheeme	-	100	0	0			
Establishment	-	40	0	0			
					140	0	0
W. Dacosta, Moonsiff of Sasceeram	-	100	0	0			
Establishment	-	40	0	0			
					140	0	0
Syed Imdad Ally, 1st Grade Moonsiff of Buxar (doing Duty of the Sudder Aumeen's Office)	-	150	0	0			
Establishment	-	40	0	0			
					190	0	0
						610	0 0
Company's Rupees							2,153 7 8
SYLHET DEWANEE ADAWLUT.							4,653 7 8
F. Skipwith, Civil and Sessions Judge							2,500 0 0
<i>English Office.</i>							
A. De Silva, Head Writer	-	-	-	-	78	6	0
W. Bird, Second Ditto	-	-	-	-	30	0	0
1 Duffery	-	-	-	-	4	0	0
						112	6 0
<i>OMLAH.</i>							
Juggobundoo Doss, Sheristadar	-	-	-	-	100	0	0
Delwar Ally, Molovee	-	-	-	-	100	0	0
Bulram Doss, Record Keeper	-	-	-	-	31	5	7
Birjolissore Sein, Peishkar	-	-	-	-	30	0	0
Bishenpersaud Doss, Meer Moonshee	-	-	-	-	25	0	0
Hurrogobind Bol, Moonshee	-	-	-	-	20	14	7
Dabeechurn Sarmah, ditto	-	-	-	-	15	0	0
Radhachurn Doss, ditto	-	-	-	-	20	0	0
Surroopchunder Nang, ditto	-	-	-	-	20	0	0
Moheschunder Bol, Decree Novces	-	-	-	-	12	0	0
Govindchunder Doss, Mohurer	-	-	-	-	12	0	0
Rangunga Sein, ditto	-	-	-	-	20	0	0

SYLHET DEWANEE ADWLUT—continued.								Monthly Total		
English Office, Omlah—continued.					R.	A.	P.	R.	A.	P.
Prankissen Deb, Mohurer	-	-	-	-	12	0	0			
Rangobind Doss, Acting ditto	-	-	-	-	12	0	0			
Gopalkissen Sein, ditto	-	-	-	-	10	0	0			
Kaylaschunder Goho, ditto	-	-	-	-	10	0	0			
Seebpersaud Doss, Government Pleader	-	-	-	-	20	0	0			
Govind Singh, Nazier	-	-	-	-	25	0	0			
Oodynath Doss, Mohurer	-	-	-	-	12	0	0			
Bungochunder Doss, ditto	-	-	-	-	10	0	0			
1 Mehter	-	-	-	-	3	0	0			
10 Peons	-	-	-	-	40	2	10			
Principal Sudder Aumeen's Establishment.								560	7	0
Molovee Sadut Ally, Principal Sudder Aumeen	-	-	-	-	400	0	0			
Establishment	-	-	-	-	150	0	0			
					550	0	0			
Molovee Nazeerooddeen, Sudder Aumeen and Moonsiff of Sudder Station	-	-	-	-	250	0	0			
Establishment	-	-	-	-	80	0	0			
					330	0	0			
Moonsiffs under Regulation V. of 1831.								880	0	0
Mahomed Salim, 1st Grade Moonsiff of Sonangunge	-	-	-	-	150	0	0			
Establishment	-	-	-	-	40	0	0			
					190	0	0			
Ramcoomer, Moonsiff of Nubbeegunga	-	-	-	-	100	0	0			
Establishment	-	-	-	-	40	0	0			
					140	0	0			
Molovee Toofyl Ahmed, Moonsiff of Latoo	-	-	-	-	100	0	0			
Establishment	-	-	-	-	40	0	0			
					140	0	0			
Ramtaruck, Moonsiff of Laskerpore	-	-	-	-	100	0	0			
Establishment	-	-	-	-	40	0	0			
Additional Establishment of Laskerpore	-	-	-	-	40	0	0			
					180	0	0			
Hurgowree Bose, Moonsiff of Russulgunge	-	-	-	-	100	0	0			
Establishment	-	-	-	-	40	0	0			
					140	0	0			
Chunderkissore Roy, Moonsiff of Hingajeeah	-	-	-	-	100	0	0			
Establishment	-	-	-	-	40	0	0			
					140	0	0			
Sarodapersaud Ghose, 1st Grade Moonsiff of Azmeer-gunge	-	-	-	-	150	0	0			
Establishment	-	-	-	-	40	0	0			
					190	0	0			
Burkundauze Guard.								1,120	0	0
12 Burkundauzes, @ 4r. each	-	-	-	-	-	-	-	48	0	0
Company's Rupees					-	-	-	-	-	-
TIPPERAH DEWANEE ADWLUT.										
A. Seonce, Civil and Sessions Judge, with Powers of a Special Commissioner under Regulation III. of 1828 (on Leave)					-	-	-	-	-	-
								2,500	0	0
English Office.										
D. Martinelly, Head Writer	-	-	-	-	78	6	0			
Goorookissore, 2d ditto	-	-	-	-	30	0	0			
1 Duftery	-	-	-	-	6	0	0			
								114	6	0
OMLAH.										
Golam Yahiah, Molovee	-	-	-	-	100	0	0			
Koodrut Oollah, Sheristadar	-	-	-	-	100	0	0			
Bysnubchurn, Peishkar	-	-	-	-	40	0	0			
Bhyrubechurn Doss, Meer Moonshee	-	-	-	-	30	0	0			
Govindpersaud Sein, Record Keeper	-	-	-	-	30	0	0			
Ramcoomer Ghose, Mohurer	-	-	-	-	20	0	0			
Jellalooddeen Mahomed, ditto	-	-	-	-	20	0	0			
Mahomed Auruff, ditto	-	-	-	-	15	0	0			
Kissenmohun Gangooly, ditto	-	-	-	-	15	0	0			

TIPPERAH DEWANEE ADAWLUT—continued.				Monthly Total.		
English Office, Omlah—continued.				R.	A.	P.
	R.	A.	P.			
Nobocomer Sein, Mohurer - - - - -	12	0	0			
Abdool Hakeem, ditto - - - - -	12	0	0			
Kerramutollah, ditto - - - - -	10	0	0			
Chunderoodye Roy, ditto - - - - -	10	0	0			
Kamidooden, ditto - - - - -	10	0	0			
2 Mohurers @ 8r. each - - - - -	16	0	0			
Mahomed Ally, Government Pleader - - - - -	20	0	0			
Buxish Hossein, Nazier - - - - -	26	2	0			
2 Dufteries @ 4r. each - - - - -	8	0	0			
10 Chuprassies @ 4r. each - - - - -	40	0	0			
1 Mehter - - - - -	3	0	0			
Court Rent - - - - -	0	5	1			
				537	7	1
Treasury Establishment.						
Essanchunder Paul, Treasurer - - - - -	25	0	0			
1 Poddar - - - - -	5	0	0	30	0	0
					567	7 1
Principal Sudder Aumcen's Establishment.						
Cazee Mahomed Ally, 1st Grade Principal Sudder Aumcen - - - - -	600	0	0			
Establishment - - - - -	150	0	0	750	0	0
Molovee Ally Hyder, Sudder Aumcen and Moonsiff of the Sudder Station - - - - -	250	0	0			
Establishment - - - - -	80	0	0	330	0	0
Moonsiffs under Regulation V. of 1831.					1,080	0 0
Rumeezooddeen, Moonsiff of Cush Noorunggur - - - - -	100	0	0			
Establishment - - - - -	40	0	0	140	0	0
Oomachurn Mitter, Moonsiff of Nassurrunggur - - - - -	100	0	0			
Establishment - - - - -	40	0	0	140	0	0
Nobbokissen Sein, Moonsiff of Panchpookoreea - - - - -	100	0	0			
Establishment - - - - -	40	0	0	140	0	0
Abdool Khaleek, Moonsiff of Toobkeebagra - - - - -	100	0	0			
Establishment - - - - -	40	0	0	140	0	0
Gopeenath Moctree, 1st Grade Moonsiff of Soodaram - - - - -	150	0	0			
Establishment - - - - -	40	0	0	190	0	0
Huareemohun Bose, Moonsiff of Juggernath Diggy - - - - -	100	0	0			
Establishment - - - - -	40	0	0	140	0	0
Mahomed Wally, Moonsiff of Begumgunge - - - - -	100	0	0			
Establishment - - - - -	40	0	0	140	0	0
Ally Newaz, 1st Grade Moonsiff of Ameergunge - - - - -	150	0	0			
Establishment - - - - -	40	0	0	190	0	0
					1,220	0 0
Judge's Guard.						
1 Duffadar - - - - -				6	0	0
12 Burkundauzes - - - - -				48	0	0
					54	0 0
						3,035 13 1
Company's Rupees - - - - -						5,535 13 1
TIRHOOT DEWANNY ADAWLUT.						
Hon. R. Forbes, Civil and Sessions Judge - - - - -				2,500	0	0
W. St. Q. Quintin, Additional Judge - - - - -				2,166	10	8
						4,666 10 8
English Office.						
Essanchunder Dutt, Head Writer - - - - -				75	0	0
H. Wilson, 2d ditto - - - - -				40	0	0
1 Duftery - - - - -				4	0	0
					119	0 0

TIRHOOT DEWANEE ADRAWLUT—continued.				Monthly Total.		
English Office—continued.				R.	A.	P.
OMLAH.				R.	A.	P.
Molovee Eradat Ally, Molovee	-	-	-	100	0	0
Shajik Reazut Ally, Sheristadar	-	-	-	100	0	0
Moonshee Khemloll, Peishkar	-	-	-	45	0	0
Cooldipnarain, Record Keeper	-	-	-	30	0	0
Ramchaund, Cash Keeper	-	-	-	25	0	0
Awood Behareloll, Appeal Mohurer	-	-	-	15	0	0
Agah Ally, Mohurer	-	-	-	10	0	0
Govind Suhai, Government Pleader	-	-	-	20	0	0
Ingroop Sing, Mohurer	-	-	-	15	10	9
Gerwardharryloll, Maskabar Novees	-	-	-	15	0	0
Ally Bux, Mohurer	-	-	-	10	0	0
Bekarryloll, ditto	-	-	-	10	0	0
Bhyrubpersaud, ditto	-	-	-	10	0	0
Dyem Ally, ditto	-	-	-	10	0	0
Kadim Ally, ditto	-	-	-	10	0	0
Abdool Rohim, Acting Roobear Novees	-	-	-	20	0	0
Sunkerloll, Nazier	-	-	-	26	2	0
Churujbeeloll, Acting Nath ditto	-	-	-	15	0	0
1 Sweeper	-	-	-	3	0	0
1 Burkundauze	-	-	-	4	2	10
14 ditto @ 4R. each	-	-	-	56	0	0
<i>Additional Establishment.</i>				549	15	7
Rambuxloll, Molovee	-	-	-	10	0	0
Greeburdharry Loll, Acting ditto	-	-	-	10	0	0
Ingdeepnarain	-	-	-	10	0	0
Bissessur Suhai	-	-	-	12	0	0
<i>Principal Sudder Aumeen's Establishment.</i>				42	0	0
E. Da Costa, 1st Grade Principal Sudder Aumeen	-	-	-	600	0	0
Establishment	-	-	-	150	0	0
J. Weston, 2d Grade Principal Sudder Aumeen	-	-	-	400	0	0
Establishment	-	-	-	150	0	0
Pundit Dataram, Sudder Aumeen	-	-	-	250	0	0
Establishment	-	-	-	80	0	0
<i>Moonsiffs under Regulation V. of 1831.</i>				550	0	0
Molovee Abdool Burkat, 1st Grade Moonsiff of Dur-	-	-	-	150	0	0
bunga	-	-	-	40	0	0
Establishment	-	-	-	190	0	0
Abdool Wahab, Moonsiff of Bhowarrali	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
Amjud Ally Hossein, Moonsiff of Mahwa	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
Lalla Bhyro Dutt, Moonsiff of Dulasing Surma	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
Molovee Eradat Ally, Moonsiff of Mozaferpore	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
Mamood Alum, Moonsiff of Koylee	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
Bishenloll, Moonsiff of Teghra	-	-	-	100	0	0
Establishment	-	-	-	40	0	0
<i>Additional Judge's Establishment.</i>				140	0	0
Chunderseekur, English Writer	-	-	-	25	0	0
OMLAH.				610	0	0
Kulleh Suhai, Sheristadar	-	-	-	100	0	0
Bhoopnarain, Peishkar	-	-	-	30	0	0
Syed Mahomed Sudey, Decree Novees	-	-	-	15	0	0
				420	0	0

TIRHOOT DEWANEE ADRAWLUT—continued.					Monthly Total.		
Additional Judge's Establishment, Omlah—continued.					R.	A.	P.
	R.	A.	P.				
Rughoobunsahoye, Mohafiz Duffer	-	-	15	0	0		
Pergunnah Novees	-	-	15	0	0		
1 Nazier	-	-	8	0	0		
8 Chupprassies @ 4r. each	-	-	32	0	0		
	215	0	0				
					240	0	0
							3,610 15 7
Company's Rupees	-	-	-	-	-	-	8,277 10 3
LOWER ASSAM OR KAMROOP.							
Captain E. A. Rowlatt, 2d Class Principal Assistant to the Commissioner	-	-	-	-	750	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	121	12	0
							628 4 0
Lieutenant W. Agnew, 2d Class Assistant to the Commissioner (doing Duty at Gownlparah)	-	-	-	-	750	0	0
Deduct Military Pay chargeable to Military Department	-	-	-	-	60	14	0
							689 2 0
							1,317 6 0
Deduct Moiety chargeable to the Revenue Branch	-	-	-	-	-	-	658 11 0
							658 11 0
A. Maclean, Assistant Surgeon in Medical Charge	-	-	-	-	-	-	100 0 0
							758 11 0
Dewanee Establishment.							
SUDDER SHERISTAH.							
R. F. Manuel, English Writer	-	-	-	-	40	0	0
Madubehunder, Peishkar	-	-	-	-	30	0	0
Ramnath Doss, Head Mohurer	-	-	-	-	25	0	0
Bapooran, 2d ditto	-	-	-	-	20	0	0
Roopnath, 3d ditto	-	-	-	-	20	0	0
Ki. toomungul Banerjee, 4th ditto	-	-	-	-	18	0	0
5th Mohurer	-	-	-	-	9	0	0
6th ditto	-	-	-	-	9	0	0
Saroochunder Goopt, Mohafiz	-	-	-	-	30	0	0
Jussmunt Deb, Government Pleader	-	-	-	-	10	0	0
Juggoram Burroah, Nazier	-	-	-	-	15	0	0
Huzopall, Mohurer for keeping up Register	-	-	-	-	12	0	0
4 Chupprassies at 6r. each	-	-	-	-	24	0	0
1 Duffery 6r. and 1 Daak Mohurer 5r.	-	-	-	-	11	0	0
							273 0 0
Principal Sudder Aumee's Establishment.							
Dewbur Bardolye, Acting Principal Sudder Aumee	-	-	-	-	150	0	0
Purooram, Head Mohurer	-	-	-	-	25	0	0
Bhogram, 2d ditto	-	-	-	-	15	0	0
Chanaram, 3d ditto	-	-	-	-	12	0	0
Dattmarain, 4th ditto	-	-	-	-	10	0	0
5th Mohurer	-	-	-	-	6	0	0
6th ditto	-	-	-	-	6	0	0
7th ditto	-	-	-	-	5	0	0
8th ditto	-	-	-	-	4	8	0
9th ditto	-	-	-	-	3	0	0
10th ditto	-	-	-	-	3	0	0
1 Duffery	-	-	-	-	3	0	0
Contingencies	-	-	-	-	7	8	0
Roy Marubram, Sudder Aumee	-	-	-	-	150	0	0
Jeodhur Agutty, Head Mohurer	-	-	-	-	30	0	0
Bhodressur, 2d ditto	-	-	-	-	16	0	0
Lokenath, 3d ditto	-	-	-	-	10	0	0
4th Mohurer	-	-	-	-	9	0	0
5th ditto	-	-	-	-	8	0	0
6th ditto	-	-	-	-	6	0	0
7th ditto	-	-	-	-	4	0	0
8th ditto	-	-	-	-	3	0	0
9th ditto	-	-	-	-	3	0	0
10th ditto	-	-	-	-	2	8	0
1 Duffery	-	-	-	-	2	8	0
Contingencies	-	-	-	-	6	0	0
							500 0 0

LOWER ASSAM OR KAMROOP—continued.					Monthly Total.		
<i>Moonsiff's Establishment.</i>					R.	A.	P.
Kefyntoollah, Moonsiff	-	-	-	-	80	0	0
Ramaurud Roy, Head Mohurer	-	-	-	-	15	0	0
Bocestobram, 2d ditto	-	-	-	-	10	0	0
3d Mohurer	-	-	-	-	8	0	0
4th ditto	-	-	-	-	7	0	0
5th ditto	-	-	-	-	5	0	0
6th ditto	-	-	-	-	5	0	0
1 Duftery	-	-	-	-	2	0	0
Contingencies	-	-	-	-	8	0	0
					140	0	0
Radhakanth Burroah, Moonsiff	-	-	-	-	80	0	0
Kamashur, Head Mohurer	-	-	-	-	15	0	0
Kissareenath Gogoie, 2d ditto	-	-	-	-	12	0	0
3d Mohurer	-	-	-	-	8	0	0
1 Duftery	-	-	-	-	2	0	0
Contingencies	-	-	-	-	3	0	0
					120	0	0
Bollindronarain, Moonsiff	-	-	-	-	80	0	0
Puddolochun, 1st Mohurer	-	-	-	-	14	0	0
Goburdhun, 2d ditto	-	-	-	-	10	0	0
3d Mohurer	-	-	-	-	7	8	0
4th ditto	-	-	-	-	4	4	0
Contingencies	-	-	-	-	4	4	0
					120	0	0
Dussoruth Chowdry, Moonsiff	-	-	-	-	80	0	0
Ghime Burkagotty, 1st Mohurer	-	-	-	-	12	0	0
2d Mohurer	-	-	-	-	8	0	0
3d ditto	-	-	-	-	6	0	0
4th ditto	-	-	-	-	5	0	0
5th ditto	-	-	-	-	4	0	0
6th ditto	-	-	-	-	3	0	0
Contingencies	-	-	-	-	2	0	0
					120	0	0
Moheschunder Burgah, Moonsiff	-	-	-	-	-	-	-
Gurgoram Burroah, Moonsiff	-	-	-	-	80	0	0
Bhuguenath Barkerty, Head Mohurer	-	-	-	-	13	0	0
2d Mohurer	-	-	-	-	8	0	0
3d ditto	-	-	-	-	5	0	0
4th ditto	-	-	-	-	5	0	0
5th ditto	-	-	-	-	4	0	0
6th ditto	-	-	-	-	2	8	0
1 Duftery	-	-	-	-	2	8	0
					120	0	0
					80	0	0
					1,473	0	0
Company's Rupees					2,231	11	0
LUCKIMPORE, NORTHERN, UPPER ASSAM.							
Lient. E. T. Dalton, 1st Class Principal Assistant to the Commissioner	-	-	-	-	1,000	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	60	14	0
					939	2	0
Deduct One Half chargeable to the Revenue Branch	-	-	-	-	469	9	0
					469	9	0
Captain C. Holroyd, Junior Assistant (on Deputation at Sibsagar)	-	-	-	-	500	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	121	12	0
					378	4	0
Deduct Moiety chargeable to the Revenue Branch	-	-	-	-	189	2	0
					189	2	0
J. Campbell, Apothecary in Medical Charge, Northern Luckimpore	-	-	-	-	200	0	0
<i>Dewanee Establishment.</i>							
Poornochunder Chatterjee, Clerk	-	-	-	-	30	0	0
Kassnath, Record Keeper	-	-	-	-	20	0	0
Subessur Surma, Nazier	-	-	-	-	15	0	0
Bapooram, Mohurer	-	-	-	-	12	0	0
Puddessur, ditto	-	-	-	-	12	0	0
4 Teeklas @ 3R. each	-	-	-	-	12	0	0
					101	0	0

LUCKIMPORE, NORTHERN, UPPER ASSAM—continued.						Monthly Total.		
<i>Establishment of Junior Assistant Commissioner.</i>						R.	A.	P.
Jewram, Peishkar	-	-	-	-	-	30	0	0
Blindram, Mohurer	-	-	-	-	-	10	0	0
Mahomed Osman, Native Doctor	-	-	-	-	-	20	0	0
2 Chupprassies @ 6r. each	-	-	-	-	-	12	0	0
4 Tecklahs @ 3r. each	-	-	-	-	-	12	0	0
1 Duftery	-	-	-	-	-	4	0	0
1 Dresser	-	-	-	-	-	5	0	0
<i>Luckimpore Gaol.</i>								
1 Duffadar	-	-	-	-	-	6	0	0
1 Burkundauze	-	-	-	-	-	4	0	0
<i>Sudder Ameen's Establishment.</i>								
Komulalias Naleca Gohain, Sudder Ameen	-	-	-	-	-	100	0	0
Misser, Mohurer	-	-	-	-	-	25	0	0
Bludran, ditto	-	-	-	-	-	20	0	0
Phapenda, ditto	-	-	-	-	-	15	0	0
Oham, ditto	-	-	-	-	-	10	0	0
2 Tecklahs	-	-	-	-	-	6	0	0
Stationery	-	-	-	-	-	4	0	0
<i>Moonsiff's Establishment.</i>								
Habeeram Mozoomdar, Moonsiff of Luckimpore	-	-	-	-	-	80	0	0
Puddolah, 1st Mohurer	-	-	-	-	-	15	0	0
2d ditto	-	-	-	-	-	13	0	0
1 Duftery	-	-	-	-	-	3	0	0
1 Tecklah	-	-	-	-	-	3	0	0
Stationery	-	-	-	-	-	6	0	0
<i>Company's Rupees</i>								
SEEBISAGUR OR UPPER ASSAM DEWANEE ADAWLUT.								
Lieut. H. S. Biver, Junior Assistant to the Commissioner (doing Duty at Luckimpore)						500	0	0
Deduct Military Pay chargeable to the Military Department						60	14	0
Deduct Moiety chargeable to the Revenue Branch								
<i>English Office.</i>								
Z. F. Mention, Clerk	-	-	-	-	-			
<i>OMLAH.</i>								
Dennonath Bez Boorwa, Sheristadar	-	-	-	-	-	40	0	0
Tunkasur Boorwa, Mohalaz	-	-	-	-	-	20	0	0
Susscedhur, Head Mohurer	-	-	-	-	-	15	0	0
Purnanundoo, 2d ditto	-	-	-	-	-	15	0	0
Indeebar, Acting for Meenodhur, 3d ditto	-	-	-	-	-	12	0	0
Horbasure, 4th ditto	-	-	-	-	-	10	0	0
Hurredeo Surma, Nazier	-	-	-	-	-	20	0	0
1 Mohurer 5r. and 1 Duftery 4r.	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	4	0	0
9 Tecklahs	-	-	-	-	-	26	0	0
Umhesur, Treasurer's Mohurer	-	-	-	-	-	10	0	0
<i>Sudder Ameen's Establishment</i>								
Indoo Gohain Saroa, India Rajah Sudder Ameen	-	-	-	-	-	150	0	0
Photow Sarma, Mohurer	-	-	-	-	-	26	0	0
Dumbardur, ditto	-	-	-	-	-	15	0	0
Bapooram Surma, ditto	-	-	-	-	-	10	0	0
Baloram Surma, ditto	-	-	-	-	-	14	0	0
2 Tecklahs @ 2r. 8a. each	-	-	-	-	-	5	0	0
Duftery, including Contingencies	-	-	-	-	-	10	0	0
<i>Moonsiff's Establishment.</i>								
Karteenaath Phokeem, Moonsiff	-	-	-	-	-	80	0	0
Seedessur, Mohurer	-	-	-	-	-	15	0	0

LEEBSAGUR, OR UPPER ASSAM DEWANEE ADAWLUT—continued.						Monthly Total.		
Moonsiff's Establishment—continued.						R.	A.	P.
Toolsecram, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	7	8	0
1 Duftery	-	-	-	-	-	2	8	0
Contingencies	-	-	-	-	-	5	0	0
Jadooram Deka Boorwa, Moonsiff	-	-	-	-	-	80	0	0
Khurgessur, Mohurer	-	-	-	-	-	18	0	0
Soosund Surma, ditto	-	-	-	-	-	11	0	0
Seebhookanth, ditto	-	-	-	-	-	10	0	0
2 ditto @ 7r. each	-	-	-	-	-	14	0	0
2 ditto	-	-	-	-	-	11	0	0
1 Duftery	-	-	-	-	-	3	0	0
2 Teeklahs	-	-	-	-	-	5	0	0
Contingencies	-	-	-	-	-	8	0	0
						280	0	0
Company's Rupees						-	-	-
NORTHERN CENTRAL ASSAM OR DURUNG DIVISION.								
Captain C. S. Reynold, 1st Class Principal Assistant to the Commissioner	-	-	-	-	-	1,000	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	-	121	12	0
						878	4	0
Deduct Moiety chargeable to the Revenue Branch	-	-	-	-	-	439	2	0
Dewanee Establishment.								
ENGLISH OFFICE.								
Bahoodhun Doss, Clerk	-	-	-	-	-	30	0	0
OMLAH.								
Kissenath Sein, Peishkar	-	-	-	-	-	30	0	0
Moonooram Surma, Record Keeper	-	-	-	-	-	25	0	0
Greedhur Biswas, Head Mohurer	-	-	-	-	-	20	0	0
Radanath Surma, Nuckul Novees	-	-	-	-	-	15	0	0
Ramnarain Surma, Mohurer	-	-	-	-	-	12	0	0
Neemchaund Surma, Treasurer's Mohurer	-	-	-	-	-	15	0	0
Nazier's Mohurer	-	-	-	-	-	10	0	0
1 Duftery	-	-	-	-	-	4	0	0
1 Teeklah Naik	-	-	-	-	-	5	0	0
3 Teeklahs @ 2r. 8a. each	-	-	-	-	-	7	8	0
						173	8	0
Sudder Aumeen's Establishment.								
Baboo Brijontah Roy, Sudder Aumeen	-	-	-	-	-	150	0	0
Benodram, Sheristadar	-	-	-	-	-	25	0	0
Sonoram Surma, Record Keeper	-	-	-	-	-	15	0	0
Head Mohurer	-	-	-	-	-	10	0	0
2d ditto	-	-	-	-	-	7	0	0
3d ditto	-	-	-	-	-	7	0	0
1 Duftery	-	-	-	-	-	3	0	0
2 Teeklahs @ 2r. 8a. each	-	-	-	-	-	5	0	0
Stationery	-	-	-	-	-	8	0	0
						230	0	0
Moonsiffs Establishment.								
DURUNG.								
Debnath Deeka Bhookim, Moonsiff	-	-	-	-	-	80	0	0
Mundram, Sheristadar	-	-	-	-	-	15	0	0
1st Mohurer	-	-	-	-	-	9	0	0
2d Ditto	-	-	-	-	-	8	0	0
1 Duftery	-	-	-	-	-	2	0	0
Stationery	-	-	-	-	-	6	0	0
						120	0	0
NOADOOR, CHARDOOR, AND CHOOTEA.								
Ramsoonder Moonshee, Moonsiff	-	-	-	-	-	80	0	0
Lokenath Surma, Sheristadar	-	-	-	-	-	15	0	0
Record Keeper	-	-	-	-	-	10	0	0
1st Mohurer	-	-	-	-	-	4	0	0
2d Ditto	-	-	-	-	-	3	0	0
1 Duftery and 1 Teeklah @ 2r. 8a. each	-	-	-	-	-	5	0	0
Stationery	-	-	-	-	-	3	0	0
						120	0	0

NORTHERN CENTRAL ASSAM OR DURUNG DIVISION— <i>continued.</i>						Monthly Total.		
Moonsiff's Establishment— <i>continued.</i>						R.	A.	P.
DOAR KURREEAPARRAH.								
Moonshee Nooroodeen Ahmed, Moonsiff and Acting Sudder Ameen	80	0	0					
Ingobundoo Doss, Sheristadar	16	0	0					
1st Mohurer	10	0	0					
2d ditto	10	0	0					
3d ditto	9	0	0					
4th ditto	5	0	0					
5th ditto	3	0	0					
1 Duftery	2	0	0					
Stationery	5	0	0					
Subsistence to 5 Assamese Youths @ 7R. 5½A. each	-	-	-			140	0	0
3 Artizans	-	-	-			36	9	2
						22	0	0
							438	9 2
Company's Rupees	-	-	-				1,281	3 2
SOUTHERN CENTRAL ASSAM OR NOWGONG DIVISION.								
Captain J. Butler, Principal Assistant of the 1st Class to the Commissioner	1,000	0	0					
Deduct Military Pay chargeable to the Military Department	121	12	0			878	4	0
Lieut. G. T. F. Vincent, Junior Assistant to the Commissioner	500	0	0					
Deduct Military Pay chargeable to the Military Department	60	4	0			439	2	0
						1,317	6	0
Deduct Moiety chargeable to the Revenue Branch	-	-	-			658	11	0
							658	11 0
English Office.								
R. Smith, Head Clerk	50	0	0					
A. Bareiro, Assistant to ditto	25	0	0			75	0	0
Dewanee Establishment.								
OMLAH								
Jonardun, Peishkar	40	0	0					
Gopalkisto Bhomick, Record Keeper	25	0	0					
Sadeeram Borooah, Mohurer	15	0	0					
Dhoolaram, ditto	10	0	0					
Denobundoo Doss, Register Mohurer	12	0	0					
Modooram, Nazier's ditto	10	0	0					
1 Naik Ticklah	5	0	0					
15 Ticklahs @ 1R. each	15	0	0					
2 Ticklahs @ 3R. each	6	0	0					
1 Duftery	4	0	0			142	0	0
Sudder Ameen's Establishment.								
Sundutt Sarma Bardolee, Principal Sudder Ameen	250	0	0					
Koronomy, Head Mohurer	20	8	0					
Omanath Seor, ditto	16	0	0					
Pooromum, ditto	12	0	0					
Rameswar Surma, ditto	10	0	0					
2 Assamese Kagotties @ 5R. each	10	0	0					
1 ditto, ditto	2	0	0					
1 Duftery	3	0	0					
Contingencies	6	0	0			330	0	0
Moonsiff's Establishment.								
Bolhee Hazarika, 1st Moonsiff	80	0	0					
Groopersaud Ghose, Head Mohurer	15	0	0					
Kallekisto Deb, 2d ditto	10	0	0					
1 Assamese Kagotty @ 7R. and 1 Duftery @ 3R.	10	0	0					
Contingencies	5	0	0			120	0	0

SOUTHERN CENTRAL ASSAM, OR NOWAGONG DIVISION—continued.						Monthly Total		
Moonsiffs Establishment—continued.						R.	A.	P.
Puddolaub Borooah, 2d Moonsiff	-	-	-	-	-	80	0	0
Seebooram Surma, Head Mohurer	-	-	-	-	-	15	0	0
Batharam Surma, 2d ditto	-	-	-	-	-	10	0	0
3d ditto	-	-	-	-	-	7	0	0
1 Duftery	-	-	-	-	-	3	0	0
Contingencies	-	-	-	-	-	5	0	0
<i>Fouzdaree Adawlut.</i>							120	0 0
Juggobundoo Doss, Sheristadar	-	-	-	-	-	64	0	0
Kristojeebun Sein, Record Keeper	-	-	-	-	-	25	0	0
Hullothur Borooah, Head Mohurer	-	-	-	-	-	25	0	0
Benund, 2d ditto	-	-	-	-	-	15	0	0
Rajchunder Biswas, 3d ditto	-	-	-	-	-	12	0	0
Ramlochun Sein, 4th ditto	-	-	-	-	-	12	0	0
Dodeeram Kagutty, Record Keeper's Mohurer	-	-	-	-	-	10	0	0
Mufrooz, 5th Mohurer	-	-	-	-	-	10	0	0
Buxey Focan, ditto	-	-	-	-	-	10	0	0
1 Mohurer	-	-	-	-	-	7	0	0
1 Record Keeper's Mohurer	-	-	-	-	-	5	0	0
1 Duftery for Treasurer	-	-	-	-	-	4	0	0
1 Duftery for English Office	-	-	-	-	-	4	0	0
1 Naib Tecklah	-	-	-	-	-	6	0	0
3 Burkundauzes @ 4r. each	-	-	-	-	-	12	0	0
Brojonath Doss, Treasurer's Mohurer	-	-	-	-	-	12	0	0
Sumbhoonath Deka Borooa, Fouzdaree Nazir	-	-	-	-	-	25	0	0
Chundroram Hazareeka, Mohurer to ditto	-	-	-	-	-	10	0	0
1 Duftery	-	-	-	-	-	4	0	0
5 Personal Tecklahs @ 3r. each	-	-	-	-	-	15	0	0
10 Tecklahs @ 2r. each	-	-	-	-	-	20	0	0
9 ditto @ 2r. 8a. each	-	-	-	-	-	22	8	0
							329	8 0
Company's Rupees								1,116 8 0
								1,775 3 0
DARJEELING SUPERINTENDENCY.								
Dr. A. Campbell, Superintendent	-	-	-	-	-	1,200	0	0
Deduct Military Pay chargeable to Military Department	-	-	-	-	-	121	12	0
						1,078	4	0
Deduct 2r. 3A. chargeable to the General and Revenue Branch	-	-	-	-	-	718	13	4
							359	6 8
<i>English Office.</i>								
Tarakissore Mozoomdar, Writer	-	-	-	-	-		26	10 8
<i>OMLAH.</i>								
Toreekolla, Sheristadar	-	-	-	-	-	26	10	8
Abad Mahomed, Dewance Moonshee	-	-	-	-	-	20	0	0
Fukeer Mahomed, Acting Treasurer	-	-	-	-	-	25	0	0
Purbut Sing, Bhatea Interpreter	-	-	-	-	-	25	0	0
1 Duftery	-	-	-	-	-	3	5	4
1 Peon	-	-	-	-	-	6	0	0
1 Tent Classy	-	-	-	-	-	1	10	8
							107	10 8
								493 12 0
Company's Rupees								493 12 0
CACHAR SUPERINTENDENCY.								
Captain G. Verner, Superintendent	-	-	-	-	-	1,000	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	-	121	12	0
						878	4	0
Deduct Moiety chargeable to the Revenue Branch	-	-	-	-	-	439	2	0
							439	2 0

CACIAR SUPERINTENDENCY—continued.					Monthly Total.		
<i>English Office.</i>					R.	A.	P.
Lewis De Silva, Head Writer	-	-	-	-	50	0	0
Rammanick Indo, 2d ditto	-	-	-	-	15	0	0
					65	0	0
							504 2 0
<i>OMLAH.</i>							
Hurkissen Goopt, Sheristadar	-	-	-	-	50	0	0
Shaik Dewan Ally, Native Doctor	-	-	-	-	20	0	0
Nurruttun Dutt, Record Keeper	-	-	-	-	20	0	0
Juggernauth Surma, Mohurer	-	-	-	-	12	0	0
2 Mohurers @ 7r. each	-	-	-	-	14	0	0
1 Jemadar	-	-	-	-	6	0	0
5 Chupprassies @ 4r. each	-	-	-	-	20	0	0
1 Bookbinder	-	-	-	-	3	0	0
					145	0	0
<i>Dewanee Department.</i>							
Bydenath Dabe, Moonsiff	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
					140	0	0
Cassinath Dutt, Moonsiff	-	-	-	-	100	0	0
Establishment	-	-	-	-	40	0	0
					140	0	0
1 Mohurer	-	-	-	-	8	0	0
Rajkissore Dutt, Moonshee	-	-	-	-	25	0	0
Jibunkissen Dutt, Mohurer	-	-	-	-	10	0	0
Kabulkissen Deb, Nazier	-	-	-	-	12	0	0
					55	0	0
							480 0 0
Company's Rupees					-	-	-
							984 2 0
ARRACAN PROVINCES COMMISSIONERSHIP.							
Captain A. P. Playre, Commissioner	-	-	-	-	2,000	0	0
Deduct Military Pay chargeable to Military Department	-	-	-	-	121	12	0
					1,878	4	0
Captain S. R. Tickell, Principal Assistant to the Commissioner of Akyab	-	-	-	-	1,000	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	121	12	0
					878	4	0
Lieutenant G. Faithful, Junior Assistant to the Commissioner of Akyab (doing Duty at Aeng); Lieutenant F. W. Repley, officiating.	-	-	-	-	500	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	60	14	0
					439	2	0
					3,195	10	0
Deduct Moiety chargeable to Revenue Branch	-	-	-	-	1,597	13	0
							1,697 13 0
<i>English Office.</i>							
C. Phillips, Head Clerk	-	-	-	-	200	0	0
W. H. Phillips, 2d ditto	-	-	-	-	100	0	0
Thounglha, 3d ditto	-	-	-	-	50	0	0
Kerokai, Duftery	-	-	-	-	10	0	0
1 Sweep	-	-	-	-	5	0	0
					365	0	0
<i>NATIVE OMLAH.</i>							
Aenut Ally, Sheristadar	-	-	-	-	80	0	0
Mongla, Peishkar	-	-	-	-	50	0	0
Noor Jumma, Session Mohurer	-	-	-	-	35	0	0
Abdool Rahman, Mohafiz	-	-	-	-	30	0	0
Thwainchee, Head Mohurer	-	-	-	-	25	0	0
Lapreo, 2d ditto	-	-	-	-	20	0	0
Shooeethoo, 3d ditto	-	-	-	-	20	0	0
Suffer Ally, Jemadar	-	-	-	-	12	0	0
6 Chupprassies @ 5 r. each	-	-	-	-	30	0	0
					302	0	0

ARRACAN PROVINCES COMMISSIONERSHIP—continued.						Monthly Total.		
Senior Assistant Commissioner's Establishment.						R.	A.	P.
J. A. Jansen, Head Clerk	-	-	-	-	-	120	0	0
B. Burrell, 2d ditto	-	-	-	-	-	80	0	0
D. Pereira, 3d ditto	-	-	-	-	-	60	0	0
Reaposay, 4th ditto	-	-	-	-	-	40	0	0
1 Duftery	-	-	-	-	-	8	0	0
NATIVE ESTABLISHMENT.						308	0	0
Nabon Kai, Sheristadar	-	-	-	-	-	70	0	0
Sadowe, Head Mohurer	-	-	-	-	-	20	0	0
Oosman Ally, 2d ditto	-	-	-	-	-	20	0	0
Amver Ally, 3d ditto	-	-	-	-	-	12	0	0
Pon Young, 4th ditto	-	-	-	-	-	10	0	0
Abdool Jaber, Mohafiz	-	-	-	-	-	30	0	0
Hyder Ally, Naib ditto	-	-	-	-	-	15	0	0
Gokool, Nazier	-	-	-	-	-	30	0	0
Shoordye Kai, Naib ditto	-	-	-	-	-	10	0	0
Oungrhee, Phoongghee	-	-	-	-	-	10	0	0
4 Chupprassies @ 5R. each	-	-	-	-	-	20	0	0
1 Sweeper.	-	-	-	-	-	5	0	0
Junior Assistant Commissioner's Establishment.						252	0	0
Phafroo, Sheristadar	-	-	-	-	-	30	0	0
Shooroo, Head Mohurer	-	-	-	-	-	18	0	0
Oomer Ally, 2d ditto	-	-	-	-	-	15	0	0
Nabon Kai, 3d ditto	-	-	-	-	-	12	0	0
Nonguon, 4th ditto	-	-	-	-	-	10	0	0
Abdoolgonce, Mohafiz	-	-	-	-	-	15	0	0
Assandoolah, Bengalee and Burmese or Oodoo Interpreter	-	-	-	-	-	16	0	0
Abdool Hakeen, Nazier	-	-	-	-	-	25	0	0
Ospouki, Naib ditto	-	-	-	-	-	10	0	0
4 Chupprassies @ 5R. each	-	-	-	-	-	20	0	0
Company's Rupees						171	0	0
Sandoway.						1,398	0	0
Lieut. A. Tyche, Principal Assistant Commissioner	-	-	-	-	-	1,000	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	-	60	14	0
Deduct Moiety chargeable to the Revenue Branch						939	2	0
English Office.						469	9	0
James Savage, Head Clerk	-	-	-	-	-	85	0	0
Ranchunder Ghose, 2d ditto	-	-	-	-	-	45	0	0
1 Duftery	-	-	-	-	-	8	0	0
OMLAH.						138	0	0
Shuebo, Sheristadar	-	-	-	-	-	60	0	0
Shuegecoo, Head Mohurer	-	-	-	-	-	25	0	0
Meataswoo, 2d ditto	-	-	-	-	-	20	0	0
Ngapeng, 3d ditto	-	-	-	-	-	15	0	0
Shuebo, 4th ditto	-	-	-	-	-	10	0	0
Fyzerrahamun, Mohafiz	-	-	-	-	-	30	0	0
Golam Hossein, Nazier	-	-	-	-	-	25	0	0
1 Phoongyee	-	-	-	-	-	7	0	0
6 Chupprassies @ 5R. each	-	-	-	-	-	30	0	0
Agajee, Inyothoogy	-	-	-	-	-	80	0	0
Bhyrub Chunder Doss, Treasurer	-	-	-	-	-	65	0	0
Ramgutee Doss, Bengallee Accountant	-	-	-	-	-	15	0	0
Shueye, 1st Mng Mohurer	-	-	-	-	-	15	0	0
Shuecoo, 2d ditto	-	-	-	-	-	10	0	0
Deduct Moiety chargeable to Revenue Branch						545	0	0
Company's Rupees						272	8	0
Deduct Military Pay chargeable to the Military Department						272	8	0
English Office.						742	1	0

ARRACAN PROVINCES COMMISSIONERSHIP—continued.					Monthly Total.		
<i>Ramree.</i>					R.	A.	P.
Captain T. P. Sparks, Principal Assistant Commissioner	-	-	-	-	1,000	0	0
Deduct Military Pay chargeable to the Military Department	-	-	-	-	121	12	0
					878	4	0
Deduct Moiety chargeable to the Revenue Branch	-	-	-	-	439	2	0
							439 2 0
<i>English Office.</i>					R.	A.	P.
N. B. Savage, Head Clerk	-	-	-	-	100	0	0
R. T. Savage, 2d ditto	-	-	-	-	60	0	0
1 Duftery	-	-	-	-	8	0	0
					168	0	0
<i>OMLAH.</i>					R.	A.	P.
Moungkhysc, Sheristadar	-	-	-	-	60	0	0
Cassimohun, Record Keeper	-	-	-	-	30	0	0
Moung Thwan, Head Mohurer	-	-	-	-	30	0	0
Kolakhane, 2d ditto	-	-	-	-	20	0	0
Doong Shay, 3d ditto	-	-	-	-	15	0	0
Phothey, 4th ditto	-	-	-	-	15	0	0
Thatwine, Nazier	-	-	-	-	25	0	0
1 Phoongy	-	-	-	-	7	0	0
6 Chupprassies @ 5r. each	-	-	-	-	30	0	0
					232	0	0
							400 0 0
Company's Rupees					-	-	-
							839 2 0
<i>ΛENG.</i>					R.	A.	P.
(Vacant) Senior Assistant Commissioner, Lieutenant G. Faithfull (officiating)	-	-	-	-	1,000	0	0
Deduct Moiety chargeable to Revenue Branch	-	-	-	-	500	0	0
							500 0 0
<i>English Office.</i>					R.	A.	P.
C. J. Brown, Head Clerk	-	-	-	-	85	0	0
Eshurchunder Doss, 2d ditto	-	-	-	-	45	0	0
Shway Taw, 3d ditto	-	-	-	-	40	0	0
1 Duftery	-	-	-	-	8	0	0
1 Sweeper	-	-	-	-	5	0	0
					183	0	0
<i>Treasury.</i>					R.	A.	P.
Gourchunder Doss, Treasurer	-	-	-	-	65	0	0
Bissonath Nundee, Bengallee Accountant	-	-	-	-	15	0	0
					80	0	0
					263	0	0
Deduct Moiety chargeable to Revenue Branch	-	-	-	-	131	8	0
							131 8 0
<i>Dewanee and Fouzdarce Establishment.</i>					R.	A.	P.
Opoukai, Acting Sheristadar	-	-	-	-	50	0	0
Lahtwinr Oung, Acting Peishkar	-	-	-	-	30	0	0
Changoung, Acting Mohurer	-	-	-	-	20	0	0
Nga Moung, Acting ditto	-	-	-	-	15	0	0
Toopim Ally, Persian ditto	-	-	-	-	15	0	0
Ramzun Ally, Nazier	-	-	-	-	25	0	0
Kassen Ally, Mohafiz	-	-	-	-	25	0	0
1 Phoongee	-	-	-	-	7	0	0
6 Chupprassies @ 5r. each	-	-	-	-	30	0	0
					217	0	0
							217 0 0
Company's Rupees					-	-	-
							848 8 0
HAZAREEBAUGH AGENCY TO THE GOVERNOR GENERAL.					R.	A.	P.
J. H. Crawford, C.S., Agent to the Governor General	-	-	-	-	2,500	0	0
Travelling Allowance	-	-	-	-	250	0	0
					2,750	0	0
Deduct Two Thirds chargeable to the General and Revenue Branches	-	-	-	-	1,833	5	4
							916 10 8

HAZAREEBAUGH AGENCY TO THE GOVERNOR GENERAL—continued.							Monthly Total.			
	R.	A.	P.		R.	A.	P.	R.	A.	P.
Lieut. J. Emerson, Junior Assistant Agent to the Governor General at Singbhoom (on Deputation)	500	0	0							
Deduct Military Pay chargeable to the Military Department	60	14	0							
					439	2	0*			
Captain G. N. Oakes, 1st Class Assistant Agent to the Governor General, doing Duty in the Maubhoom Division	750	0	0							
Deduct Military Pay chargeable to Military Department	121	12	0							
					628	4	0			
Captain J. S. Davies, Junior Assistant Agent to the Governor General	500	0	0							
Deduct Military Pay chargeable to the Military Department	60	14	0							
					439	2	0			
G. H. Ricketts, C. S., Assistant	-	-	-		400	0	0			
					1,906	8	0			
Deduct Half chargeable to the Revenue Branch	-	-	-		953	4	0			
								953	4	0
English Office.										
Ramchunder Chatterjee, Head Writer	-	-	-		80	0	0			
Devanee Department.										
Newajedoll, Sheristadar	100	0	0							
Rajchunder Chowdry, Peishkar	40	0	0							
Gunnouredoll, Record Keeper	35	0	0							
Hecraloll, Mohurer	25	0	0							
Sohnoll, ditto	26	2	0							
Punnaloll, Native Doctor	20	0	0							
1 Native Dresser	5	0	0							
					251	2	0			
								331	2	0
Company's Rupees								2,201	0	8
LOHARDUGGA PRINCIPAL ASSISTANT AGENCY TO THE GOVERNOR GENERAL.										
Captain W. H. Oakes, Principal Assistant Agent to the Governor General	1,000	0	0							
Deduct Military Pay chargeable to the Military Department	121	12	0							
					878	4	0			
Deduct Half chargeable to the Revenue Branch	-	-	-		439	2	0			
					439	2	0			
English Office.										
Kalleccoomar Mookerjee, English Writer	-	-	-		20	0	0			
								459	2	0
SUDDER OMLAH.										
Amrit Loll, Sheristadar	60	0	0							
Tooral Mul, Mohafiz Daftar	25	0	0							
Bechoo Loll, Decree Novices	20	14	5							
Ajudpersand, Mohurer	15	0	0							
Groosahali, ditto	15	0	0							
Bhyroo Sahay, ditto	12	0	0							
5 Chupprassies @ 4R. each	20	0	0							
					167	14	5			
Moonsiff's Establishment.										
Loll Lokenath Sahay, Moonsiff of Lohardugga Establishment	100	0	0							
	40	0	0					140	0	0
Sheik Sujat Ally, 1st Grade Moonsiff of Kissenpore Establishment	150	0	0							
	40	0	0					190	0	0
								497	14	5
Company's Rupees								957	0	5
SUMBULPORE PRINCIPAL ASSISTANT AGENCY TO THE GOVERNOR GENERAL.										
Lieut. J. C. Haughton, Principal Assisting Agent to the Governor General	750	0	0							
Deduct Military Pay chargeable to the Military Department	60	14	0							
					689	2	0			
Deduct Half chargeable to the Revenue Branch	-	-	-		344	9	0			
								344	9	0

SUMBULPORE PRINCIPAL ASSISTANT AGENCY TO THE GOVERNOR GENERAL—continued.					Monthly Total.		
					R.	A.	P.
<i>Dewanee Adawlut.</i>							
Lalla Sheibsahie, Acting Record Keeper	-	-	-	-	14	0	0
Lall Govindpersaud, Mohurer	-	-	-	-	12	0	0
Oopundro Patuck, ditto	-	-	-	-	10	0	0
1 Jemadar	-	-	-	-	8	0	0
Roy Roop Sing Bahadoor, Moonsiff and Native Assistant	-	-	-	-	44	0	0
					200	0	0
							244 0 0
Company's Rupees	-	-	-	-			588 9 0
MANBHOOM PRINCIPAL ASSISTANT AGENCY TO THE GOVERNOR GENERAL.							
Major J. C. Hannington, Deputy Commissioner of S. W. F.	-	1,500	0	0			
Deduct Military Pay chargeable to the Military Department	-	182	10	0			
		1,317	6	0			
Deduct Moiety chargeable to Revenue Branch	-	658	11	0			
					658	11	0
<i>English Office.</i>							
Umbicachurn Mookerjee, Head Writer	-	-	-	-	70	0	0
							728 11 0
<i>Dewanee and Fouzdaree Department.</i>							
Aunundbullup Mitter, Sheristadar	-	60	0	0			
Juggobundoo Ghose, Peishkar	-	30	0	0			
Heeraloll Udhurjee, Record Keeper	-	26	2	0			
Nundloll Sing, Decree Novos	-	20	0	0			
Bhyrubchunder Mitter, Mohurer	-	15	0	0			
Nyamut Oollah, ditto	-	15	0	0			
Odychaund Bose	-	15	0	0			
Radanath Sing, ditto	-	15	0	0			
Mothooranath Buxee, ditto	-	15	0	0			
Groodoss Odicary, Jemadar	-	15	0	0			
Jadub Chunder Bose, Mohurer	-	12	0	0			
1 Duftry	-	5	0	0			
2 Chupprassies @ 4R. 2A. 10P. each	-	8	5	8			
8 ditto @ 4R. each	-	32	0	0			
					283	7	8
<i>Moonsiffs Establishment.</i>							
Sheik Meenuth Oollah, 1st Grade Moonsiff o. Luckhdar	-	150	0	0			
Establishment	-	40	0	0			
					190	0	0
Brojobrath Bose, Moonsiff of Rogoonathpore	-	100	0	0			
Establishment	-	40	0	0			
					140	0	0
Neelkunt Chatterjee, Moonsiff of Chatna	-	100	0	0			
Establishment	-	40	0	0			
					140	0	0
Challypersaud Dutt, Moonsiff of Maubazar	-	100	0	0			
Establishment	-	40	0	0			
					140	0	0
<i>Principal Sudder Aumeen's Establishment.</i>							
Tarrucknath Sein Roy Bahadoor, Principal Sudder Aum-en	-	400	0	0			
Establishment	-	150	0	0			
					550	0	0
							1,443 7 8
Company's Rupees	-	-	-	-			2,172 2 8
HAZAREEBAUGH ASSISTANT AGENCY TO THE GOVERNOR GENERAL.							
Captain T. Simpson, Assistant Agent to the Governor General	-	1,000	0	0			
Deduct Military Pay chargeable to the Military Department	-	121	12	0			
					878	4	0
Deduct Moiety chargeable to the Revenue Branch	-	-	-	-	439	2	0
							439 2 0
<i>English Office.</i>							
Chundersikur Roy Chowdry, English Writer	-	-	-	-	20	0	0

**HAZAREEBAUGH ASSISTANT AGENCY TO THE GOVERNOR GENERAL—
continued.**
English Office—continued.
OMLAH.

Sewbux Sing, Sheristadar	-	-	-	-	60	0	0
Pokurloll Sing, Record Keeper	-	-	-	-	25	0	0
Hedait Oollah, Mohurer	-	-	-	-	12	0	0
Brajobeharry Loll, Decree Novoes	-	-	-	-	20	14	5
Gunnasanund, Head Mohurer	-	-	-	-	15	0	0
Bisson Suhoy, 2d ditto	-	-	-	-	15	0	0
1 Duftery	-	-	-	-	5	3	7
1 Chupprassie @ 4R. 2A. 10P. and 3 ditto @ 4R. each	-	-	-	-	16	2	10

169 4 10

Sudder Aumeen's Establishment.

Molovee Ushruff Hossein, 1st Grade Principal Sudder Aumeen	-	600	0	0
Establishment	-	150	0	0

750 0 0

Moonsiffs Establishment.

Gopal Loll, Moonsiff of Hazareebaugh	-	100	0	0
Establishment	-	40	0	0

140 0 0

Abdool Ally, 1st Grade Moonsiff of Chitra	-	150	0	0
Establishment	-	40	0	0

190 0 0

Dost Mahomed, Moonsiff of Khoruckdea	-	100	0	0
Establishment	-	40	0	0

140 0 0

1,409 4 10

Company's Rupees

1,848 6 10

COORG COMMISSIONERSHIP.

Major General M. Cubbon, Commissioner	-	4,083	0	0
Captain R. S. Dobbs, Superintendent of Chittledroog	-	1,600	0	0
" H. Montgomery, ditto of Astgram	-	1,600	0	0
" G. Haines, ditto of Bangalore	-	1,600	0	0
" W. C. Onslow, ditto of Nuggur	-	1,600	0	0
" A. Macleod, Military Assistant	-	1,600	0	0
" F. Cunningham, 1st Assistant to Commissioner	-	1,400	0	0
" F. F. Porter, 2d ditto	-	900	0	0
" G. Harvey, 3d ditto	-	500	0	0
" S. Clerk, 4th ditto	-	700	0	0
" H. J. Brockman, Junior Assistant to Commissioner	-	500	0	0
(Vacant) ditto	-	500	0	0
Lieutenant C. F. Kirby, ditto	-	500	0	0
" E. B. Ramsay, ditto	-	500	0	0
" W. F. Stephen, ditto (on Leave)	-	500	0	0
" H. M. Elliot, ditto	-	500	0	0
" G. M. Martin, ditto	-	500	0	0
" J. L. Pears, ditto (on Leave)	-	500	0	0

19,583 0 0

Captain H. F. Gustard, Superintendent of Coorg	-	1,000	0	0
Deduct Military Pay chargeable to the Military Department	-	121	12	0

878 4 0

Deduct Two Thirds chargeable to the Revenue and General Branches

20,461 4 0

13,640 13 4

6,820 6 8

Judicial Establishment.
DURYUFT CUTCHERRY.

Jyepah, Mutsuddy	-	-	-	-	25	0	0
Shamah, ditto	-	-	-	-	12	0	0
Bellyapah, ditto	-	-	-	-	11	0	0

48 0 0

Company's Rupees

6,868 10 8

TENASSERIM PROVINCES COMMISSIONERSHIP—continued.											Monthly Total.		
<i>Judicial Establishment.</i>					R.	A.	P.	R.	A.	P.	R.	A.	P.
Sheik Mahomed Saddik, Tseetkay	-	-	-	-	250	0	0						
Moung Weng, Writer	-	-	-	-	15	0	0						
Moung Boh, ditto	-	-	-	-	15	0	0						
Shwai Mo, Peon	-	-	-	-	10	0	0						
Ally, ditto	-	-	-	-	10	0	0						
Moung Huen Oo, Head Native Court Writer	-	-	-	-	30	0	0						
Moung Shoay Oo, Writer	-	-	-	-	15	0	0						
Ko Khoay, Peon	-	-	-	-	10	0	0						
Ko Gwet, ditto	-	-	-	-	10	0	0						
Nga Shwaing, ditto	-	-	-	-	10	0	0						
Shoay Bea, ditto	-	-	-	-	10	0	0						
Nga Shin Oung, ditto	-	-	-	-	10	0	0						
Nga Shwai Moung, ditto	-	-	-	-	10	0	0						
Moung Shoay Hmong Goung	-	-	-	-	30	0	0						
Moung Shoay Go, ditto	-	-	-	-	30	0	0						
Moung Shoay Go, ditto	-	-	-	-	25	0	0						
Moung Tay, ditto	-	-	-	-	25	0	0						
Moung Myat Aye, ditto	-	-	-	-	25	0	0						
W. Price, Jailor	-	-	-	-	75	0	0						
Ditto, Writer	-	-	-	-	15	0	0						
								630	0	0			
											902	8	0
Company's Rupees	-	-	-	-							4,483	5	4

JUDICIAL ESTABLISHMENTS, NORTH WESTERN PROVINCES.

NORTH WESTERN PROVINCES, SUDDIR DEWANNY AND NIZAMUT ADAWLUT.										Monthly Total.		
	R.	A.	P.		R.	A.	P.		R.	A.	P.	
A. W. Begbie, 1st Judge	-	-	-	-	-	-	-	3,750	0	0		
S. S. Brown, 2d ditto	-	-	-	-	-	-	-	3,750	0	0		
H. B. Harrington, 3d ditto	-	-	-	-	-	-	-	3,750	0	0		
F. B. Pearson, Register	-	-	-	-	-	-	-	2,000	0	0		
<i>English Office.</i>									13,250 0 0			
J. Carcoran, Translator	-	-	-	400	0	0						
Personal Allowance	-	-	-	100	0	0	500	0	0			
W. Johnson, Officiating uncovenanted Assistant Register	-	-	-	-	-	-	300	0	0			
J. McKenzie, Officiating Head Clerk	-	-	-	-	-	-	300	0	0			
D. L. Sandford, Record Keeper	-	-	-	-	-	-	200	0	0			
James Coulan, Accountant	-	-	-	-	-	-	150	0	0			
W. H. Coxon, Officiating Examiner	-	-	-	-	-	-	150	0	0			
John Coulan, Deputy Record Keeper	-	-	-	-	-	-	150	0	0			
W. P. Murphy, Clerk Precept Department	-	-	-	-	-	-	100	0	0			
W. C. White, Indexer and Assistant Record Keeper	-	-	-	-	-	-	100	0	0			
J. H. Minas, Reader to Examiner	-	-	-	-	-	-	80	0	0			
J. W. Casabon, Clerk Trial Department	-	-	-	-	-	-	70	0	0			
Shaik Mooneeroodeen, Clerk	-	-	-	-	-	-	60	0	0			
J. Blyth, Despatcher	-	-	-	-	-	-	50	0	0			
Nerludong Ghose, Clerk	-	-	-	-	-	-	30	0	0			
1 Bookbinder	-	-	-	-	-	-	8	0	0			
2 Dufftries @ 8n. each	-	-	-	-	-	-	16	0	0			
2 Coolies @ 4n. each	-	-	-	-	-	-	8	0	0			
							2,272	0	0			
<i>Treasury Establishment.</i>												
Kunhyapershand, Treasurer	-	-	-	-	-	-	50	0	0			
Bunsecdhur, Jummā Khurch Nuvces	-	-	-	-	-	-	20	0	0			
Kunhyaloll, Gomashta	-	-	-	-	-	-	15	0	0			
1 Jemadar	-	-	-	-	-	-	9	0	0			
12 Burkundausas; @ 4n. each	-	-	-	-	-	-	48	0	0			
							142	0	0			

NORTH WESTERN PROVINCES, SUDDER DEWANNY AND NIZAMUT ADAWLUT—continued.					Monthly Total.		
	R.	A.	P.		R.	A.	P.
<i>Law Establishment.</i>							
Maulay Mahomed Ussudoollah-Quazee-ool, Coozzat and Mooftee	300	0	0	-			
Sheochurn Bajpye, Hindce Law Officer	250	0	0	-			
Baboo Ramnarain, Government Pleader	40	0	0	-			
<i>Persian Record Establishment.</i>					590	0	0
Moaloe Munsab Ally, Mohafiz Duftur	80	0	0	-			
Moorly dhur, Naib ditto	30	0	0	-			
Enayut Hoosein, Mohurir	20	0	0	-			
Mahomed Ally, ditto	20	0	0	-			
Kurum Ally, ditto	20	0	0	-			
Mahomed Utta-ollah, ditto	20	0	0	-			
Kishory Loll, ditto	20	0	0	-			
Mahomed Shair Khan, ditto	20	0	0	-			
Ahmed Hoosein, ditto	20	0	0	-			
Hyder Ally Khan, ditto	20	0	0	-			
Ussud Ally, ditto	20	0	0	-			
Matabux, ditto	20	0	0	-			
Utsookroy, ditto	20	0	0	-			
Goonpershaud	20	0	0	-			
Moolchund, ditto	20	0	0	-			
Sheopershaud, ditto	20	0	0	-			
Ameer Ally, ditto	20	0	0	-			
Hussunoolzumma, ditto	20	0	0	-			
Mahomed Hyder, ditto	20	0	0	-			
Moolchund, ditto	15	0	0	-			
Moosahib Ally, ditto	15	0	0	-			
Abdool Vahir, ditto	15	0	0	-			
Nowabroy, ditto	15	0	0	-			
Khadim Ally, ditto	15	0	0	-			
Nuwabroy, ditto	12	8	0	-			
Monnoolall, ditto	12	8	0	-			
1 Duftery	7	0	0	-			
1 ditto	6	0	0	-			
2 Coolies, at 4r. each	8	0	0	-			
<i>Register's Establishment.</i>					571	0	0
Moulay Mahomed Ally, Sherishtadar	250	0	0	-			
Doorgapershaud, Naib ditto	50	0	0	-			
Baboolall, Return and Yalam Nuvees	25	0	0	-			
Gokoolchund	20	0	0	-			
Hoosein Khan ditto at 10r. each }				-			
Bunseedhur, Khurcha Nuvees	25	0	0	-			
Shitabroy, Stamp ditto	20	0	0	-			
Paudit Bisendiall Missir, Nagree ditto	25	0	0	-			
12 Chuprusies at 4r. each	48	0	0	-			
<i>Miscellaneous Establishment.</i>					463	0	0
Bustyloll Tewaree, Nazir	35	0	0	-			
Two Furraushes at 5r. each	10	0	0	-			
1 Bhisty	5	0	0	-			
2 Chuprassies at 4r. each	8	0	0	-			
2 Sweepers at 4r. each	8	0	0	-			
<i>Judges Establishment.</i>					66	0	0
<i>MR. BEGBIE'S.</i>							
Mahomed Sa'ick Ally Khan, Paishkar	100	0	0	-			
Sufdun Ally, Miskhan	50	0	0	-			
Chundeepershaud, Decree Nuvees	50	0	0	-			
Mahomed Mondee, Mohurir	20	0	0	-			
Tuzzumool Hoosein, ditto	20	0	0	-			
Mizza Azim Ally, ditto	20	0	0	-			
Jumal Mahomed, ditto	20	0	0	-			
Bhugwanpershaud, ditto	20	0	0	-			
1 Jemadar	8	0	0	-			
6 Burkundazes at 4r. each	24	0	0	-			
4 Chuprassies at 4r. each	16	0	0	-			
<i>MR. S. S. BROWN'S.</i>					348	0	0
Chundeepershaud, Paishkar	100	0	0	-			
Koondunlall, Miskhan	50	0	0	-			
Fukrooddeen, Decree Nuvees	50	0	0	-			

NORTH WESTERN PROVINCES, SUDDER DEWANNY, AND NIZAMUT ADAWLUT—continued.						Monthly Total.		
						R.	A.	P.
Judges Establishment, Mr. S. S. Brown's—continued.								
Hadjee Ahmud, Mohurir	-	-	-	-	-	20	0	0
Munnoololl, ditto	-	-	-	-	-	20	0	0
Abdool Hashaub, ditto	-	-	-	-	-	20	0	0
Moorruovut Khan, ditto	-	-	-	-	-	20	0	0
Mahomed Soojand, ditto	-	-	-	-	-	20	0	0
1 Jemadar	-	-	-	-	-	8	0	0
6 Burkundauzes at 4r. each	-	-	-	-	-	24	0	0
4 Chuprasias at 4r. each	-	-	-	-	-	16	0	0
							348	0 0
Mr. H. B. HARRINGTON'S.								
Pundit Malelall, Paishkar	-	-	-	-	-	100	0	0
Mahomed Hoosein, Miskham	-	-	-	-	-	50	0	0
Chuteeput, Decree Nuvees	-	-	-	-	-	50	0	0
Nundbeharry, Mohurir	-	-	-	-	-	20	0	0
Rahytoollah, ditto	-	-	-	-	-	20	0	0
Imdadhossein, ditto	-	-	-	-	-	20	0	0
Mookram Hossein, ditto	-	-	-	-	-	20	0	0
Bhowannydeen, ditto	-	-	-	-	-	20	0	0
1 Jemadar	-	-	-	-	-	8	0	0
6 Burkundauzes at 4r. each	-	-	-	-	-	24	0	0
4 Chuprasias at 4r. each	-	-	-	-	-	16	0	0
							348	0 0
								5,148 0 0
Company's Rupees						-	-	-
								18,398 0 0
BENARES DEWANNY ADAWLUT.								
A Shank, Civil and Session Judge, Salary						-	-	-
								2,500 0 0
English Office.								
Ramchunder Biswas, Head Writer	-	-	-	-	-	100	0	0
Enam Ally, Duftery	-	-	-	-	-	10	0	0
							110	0 0
OMLAH.								
Bundai Ally, Quazy of City Benares	-	-	-	-	-	150	0	0
Lulltapershaud, Sherishtadar	-	-	-	-	-	100	0	0
Kasseepersaud, Peishkar	-	-	-	-	-	40	0	0
Ramdeen, Hookum Nuvees	-	-	-	-	-	30	0	0
Purmaisurdiall, Izhur ditto	-	-	-	-	-	30	0	0
Tynoolabdeen, Decree ditto	-	-	-	-	-	20	0	0
Balgobind, Mohurir of ditto	-	-	-	-	-	15	0	0
Ruttunchund, Vakeel of Government	-	-	-	-	-	20	0	0
Gungadhur Lookool, Return Nuvees	-	-	-	-	-	20	0	0
Syndguffoor, Rogenamchah ditto	-	-	-	-	-	15	0	0
Benaikpershaud, Officiating Mohurir	-	-	-	-	-	10	0	0
Sheonarrain, Mohurir	-	-	-	-	-	10	0	0
Sewpurgass, Meile Nuvees	-	-	-	-	-	15	0	0
Roodhursershand, Mohurir	-	-	-	-	-	15	0	0
Ajoodheepershaud, ditto	-	-	-	-	-	15	0	0
Choonneeloll, keeping Registry Books	-	-	-	-	-	12	0	0
Mattahdiall, Nuckul Nuvees	-	-	-	-	-	15	0	0
Phope Sing, Officiating Record Keeper	-	-	-	-	-	30	0	0
Meernioulah, Naib ditto	-	-	-	-	-	15	0	0
Jaker Ally, Mohurir	-	-	-	-	-	15	0	0
Baincepershaud, Accountant	-	-	-	-	-	20	0	0
Nubbeenchunder, Naib ditto	-	-	-	-	-	10	0	0
Mahomed Hoosein, Nazir	-	-	-	-	-	25	0	0
Uckber Ally, Naib ditto	-	-	-	-	-	15	0	0
Mahomed Toofail, Mohurir	-	-	-	-	-	15	0	0
Deendial, ditto	-	-	-	-	-	10	0	0
2 Mohurirs at 7r.	-	-	-	-	-	14	0	0
20 Chuprasias at 4r. each	-	-	-	-	-	80	0	0
1 Furrash	-	-	-	-	-	5	0	0
1 Bhiste	-	-	-	-	-	4	0	0
2 Chopkeedars for Court House	-	-	-	-	-	8	0	0
1 Mehta for ditto	-	-	-	-	-	3	8	0
							801	8 0

BENARES DEWANNY ADAWLUT—continued.								Monthly Total.		
Judge's Guard.		R.	A.	P.	R.	A.	P.	R.	A.	P.
1 Daffadar	- - - - -	6	0	0						
6 Burkundazes @ 4r. each	- - - - -	24	0	0						
Sudder Ameen's Establishment.					30	0	0			
Moulvy Abdool Ruhman Khan, Principal Sudder Ameen	- - - - -				550	0	0			
Moonsiffs Establishment.										
Hunoomanpershaud, Moonsiff of Mogul Surrace	- - - - -	140	0	0						
Emam Ooddeen, ditto of Juggutgunje	- - - - -	140	0	0						
Hyder Hoosein, ditto of Chaudnee Chouk	- - - - -	140	0	0						
Hossein Raja, ditto of Seerole	- - - - -	140	0	0						
					560	0	0			
Company's Rupees		-	-	-	-	-	-	2,051	8	0
GHAAZEEPOOR DEWANNY ADAWLUT.								4,551	8	0
T. J. C. Plowden, Civil and Session Judge, Salary		-	-	-	-	-	-	2,500	0	0
English Office.										
Edward M'Gowan, Clerk	- - - - -				100	0	0			
OMDAH.										
Heeruloll, Sherishtadar	- - - - -	100	0	0						
Buhadoor Ally, Naib ditto	- - - - -	50	0	0						
Ishreepershaud, Record Keeper	- - - - -	30	0	0						
Luchmeenarain, Miskelhan	- - - - -	20	0	0						
Deokenundun, Mohurir	- - - - -	20	0	0						
John Blackford, Circuit Writer	- - - - -	25	0	0						
Bindrabun, Deeree Nuvees	- - - - -	20	0	0						
Bholanauth, Mohurir	- - - - -	20	0	0						
Synd Ally Ahmed, Government Pleader	- - - - -	20	0	0						
Luckmeenarain, Moonshee	- - - - -	30	0	0						
Shahk Ally Bux, Mohurir	- - - - -	20	0	0						
Sheo Laboy, ditto	- - - - -	20	0	0						
Luchmundass, Leeah Nuvees	- - - - -	15	0	0						
Kullunder Ally, Nazir	- - - - -	25	0	0						
Ajoodheepershaud, Mohurir	- - - - -	15	0	0						
Nawabroy, ditto	- - - - -	15	0	0						
Heeraloll, ditto	- - - - -	15	0	0						
Jeneediall, ditto	- - - - -	15	0	0						
Gungaram, ditto	- - - - -	10	0	0						
Ekram Ally, ditto	- - - - -	10	0	0						
Furced Allam, ditto	- - - - -	10	0	0						
Hunoomanpershaud, ditto	- - - - -	10	0	0						
1 Duffery	- - - - -	7	0	0						
1 Furrash	- - - - -	4	0	0						
20 Chuprassies @ 4r. each	- - - - -	80	0	0						
					606	0	0			
Personal and Cutcherry Guards.										
1 Duffadar	- - - - -	6	0	0						
12 Burkundazes @ 4r. each	- - - - -	48	0	0						
					54	0	0			
Sudder Ameen's Establishment.										
Moulvy Abdool Azaz, Principal Sudder Ameen	- - - - -	400	0	0						
Establishment	- - - - -	150	0	0						
					550	0	0			
Hyder Ali Khan, Additional Principal Sudder Ameen	- - - - -	400	0	0						
Establishment	- - - - -	150	0	0						
					550	0	0			
Moonsiffs Establishment.										
Abdool Rehman, Moonsiff of Bulleeah	- - - - -	150	0	0						
Synd Ahmad Ally, ditto of Russiah	- - - - -	100	0	0						
Bessaiur Diall, ditto of Mohomedabad	- - - - -	150	0	0						
Shahk Achnaud Ally, ditto of Syedpore	- - - - -	150	0	0						
Luchmunpershaud, Additional Moonsiff of Jhazeepore	- - - - -	100	0	0						
Contingent Allowance to the above Moonsiffs	- - - - -	200	0	0						
					850	0	0			
Company's Rupees		-	-	-	-	-	-	2,710	0	0
								5,210	0	0

JOUNPOOR DEWANNY ADAWLUT.						Monthly Total.		
						R.	A.	P.
R. J. Taylor, Civil and Session Judge, Salary						2,500	0	0
<i>English Office.</i>								
John Peshsong, Head Clerk						100	0	0
Muddungopal, 2d ditto						30	0	0
							130	0 0
<i>OMLAH.</i>								
Shaik Jaffur Ally, Sherishtadar						100	0	0
Fuzzuloolah Kham, Moonshee						50	0	0
Madhopershaud, Roobcar Nuvees						30	0	0
Dhunnololl, Deeree ditto						30	0	0
Purmanund, Missel ditto						25	0	0
Ashruff Hoosein, Izhan ditto						25	0	0
Synd Sujjad Ally, Government Pleader						20	0	0
Abdoolsamut, Copyist of Appeal Cases						16	0	0
Hursurnololl, Purwanah Nuvees						15	0	0
Sheomulcerloll, Precept ditto						15	0	0
Pundit Jeygopaul, Mohurir						15	0	0
Rampurguss, Acting ditto						15	0	0
Uly Hoosein, Mohurir						15	0	0
Jaunkeepershaud, ditto						15	0	0
Munnoolall, ditto						10	0	0
1 Duffery						5	0	0
1 Furrash						4	0	0
1 Sweeper						3	0	0
							408	0 0
<i>Record Office.</i>								
Shaik Jaffur Ally, Record Keeper						30	0	0
Doorgapershaud, Naib ditto						15	0	0
Rammanauth, Register Nuvees						12	0	0
2 Mohurrirs @ 8r. each						16	0	0
							73	0 0
<i>Nazarath Office.</i>								
Shaik Fussuddook Hoosin, Nazir						25	0	0
Sectaram, Naib ditto						15	0	0
20 Chuprassies @ 4r. each						80	0	0
							120	0 0
<i>Treasury Office.</i>								
Beharryloll, Roosoom Nuvees						25	0	0
Hurspershaud, Mohurir						10	0	0
1 Duffadar						6	0	0
14 Nujjees @ 4r. each						56	0	0
							97	0 0
<i>Sudder Ameen's Establishment.</i>								
Kazy Yaur Ally Khan, Principal Sudder Ameen						400	0	0
Establishment and Stationery						150	0	0
							550	0 0
<i>Moonsiff's Establishment.</i>								
Synd Bundai Ally, Moonsiff of 1st Division						150	0	0
Establishment and Stationery						40	0	0
							190	0 0
Moulvy Mahomed Fuzzuloolah, Moonsiff of 2d Division						100	0	0
Establishment and Stationery						40	0	0
							140	0 0
Synd Kaim Ally, Moonsiff of 3d Division						100	0	0
Establishment and Stationery						40	0	0
							140	0 0
							470	0 0
							1,848	0 0
Company's Rupees							4,348	0 0
AZIMGURH DEWANNY ADAWLUT.								
D. Robertson, Civil and Session Judge, Salary (no Duty)							2,500	0 0
S. J. Becher, Officiating ditto								
<i>English Office.</i>								
J. Watkins, Head Clerk							100	0 0

AZIMGURH DEWANNY ADAWLUT.			Monthly Total.		
English Office—continued.			R.	A.	P.
OMLAH.			R.	A.	P.
Lallah Moonnahlall, Sherishtadar	-	-	100	0	0
Sheoraj Sing, Paishkar	-	-	50	0	0
Meer Nujeeboollah, Precept Nuvees	-	-	20	0	0
Kasheernaath, Decree ditto	-	-	20	0	0
Aekmuelbux, Government Vakeel	-	-	20	0	0
Madhololl, Perwanah Nuvees	-	-	15	0	0
Doorgapershaud, Misil ditto	-	-	15	0	0
Nadur Ally, ditto	-	-	15	0	0
Bhawanee Deen, Rozenamcha ditto	-	-	15	0	0
Ramsacrouckloll, Sessions Mohurir	-	-	20	0	0
Kullookhan, Mohafiz Duftur	-	-	30	0	0
Muzhur Ally, Naib ditto	-	-	15	0	0
Bekeiwalloll, Mohurir	-	-	12	0	0
Gobindloll, Nazir	-	-	25	0	0
Balgovind, Jumma Khurch Nuvees	-	-	15	0	0
Gokoolpershaud, ditto	-	-	10	0	0
1 Duftury	-	-	5	0	0
1 Bheesty	-	-	4	0	0
1 Sweeper	-	-	3	0	0
16 Chuprasees @ 4r. each	-	-	64	0	0
1 Duffadar	-	-	6	0	0
14 Nujeebs @ 4r. each	-	-	56	0	0
<i>Sudder Ameens Establishment.</i>					
Roy Doobay Joallapershad, Principal Sudder Ameen, Salary, including Establishment	-	-	550	0	0
Mahomed Tuzzumool Hoosein, Sudder Ameen, Salary, including Establishment	-	-	330	0	0
<i>Moonsiff's Establishment.</i>					
Mahomed Ruzzakhan, Moonsiff, Salary, including Establishment	-	-	140	0	0
Khadim Hoosein, Moonsiff, Salary, including Establishment	-	-	140	0	0
Dabediall, Moonsiff, Salary, including Establishment	-	-	140	0	0
Synd Abdoollah, Moonsiff, Salary, including Establishment	-	-	190	0	0
Company's Rupees					
MIZZAPOOR DEWANNY ADAWLUT.					
W. E. Money, Civil and Session Judge, Salary					
<i>English Office.</i>					
C. Hollier, Head Clerk	-	-	70	0	0
Obhaychurn Bonnerjiah, 2d ditto	-	-	30	0	0
OMLAH.					
Madhopershaud, Sherishtadar	-	-	100	0	0
Callychurn, Paishkar	-	-	60	0	0
Bhaggrerutpershaud, Record Keeper	-	-	30	0	0
Girdharryloll, Assistant ditto	-	-	10	0	0
Gunnaispershad, Assistant Record Keeper	-	-	12	0	0
Luchmeenarrain, Roobkar Nuvees	-	-	30	0	0
Gujjadhurloll, Decree Nuvees	-	-	20	0	0
Sheopershaud, Return ditto	-	-	20	0	0
Duleepchand, Assistant ditto	-	-	15	0	0
Sheodiall Sing, Government Pleader	-	-	20	0	0
Sahib Ally, Mohurir	-	-	10	0	0
Raj Koval, Misl Nuvees	-	-	10	0	0
Bhuggut Balluck, Mohurir	-	-	10	0	0
Brymohun, ditto	-	-	10	0	0
Ramruttun, ditto	-	-	10	0	0
Madhoopershaud, Perwana Nuvees	-	-	15	0	0
Goopershaud, Mohurir	-	-	10	0	0
Rammessur Diall, ditto	-	-	10	0	0
Kunnoyaloll, Izhar Nuvees	-	-	10	0	0
Balluckram, Mohurir	-	-	10	0	0
Ramdeen, Jumma Khurch Nuvees	-	-	15	0	0
1 Duftury and Bookbinder	-	-	6	0	0

MIZZAPOOR DEWANNY ADAWLUT—continued.						Monthly Total.		
English Office, Omlah—continued.						R.	A.	P.
1 Duftery	-	-	-	-	-	5	0	0
1 Bhisty	-	-	-	-	-	4	0	0
1 Furrach	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	0	0
<i>Nazirs Department.</i>								
Oggursain, Nazir	-	-	-	-	-	25	0	0
Ram Anund, Naib ditto	-	-	-	-	-	15	0	0
24 Chuprussees @ 4r. each	-	-	-	-	-	96	0	0
<i>Principal Sudder Ameens Establishment.</i>								
R. H. Smith, Principal Sudder Ameen, Salary, including Establishment	-	-	-	-	-			
<i>Moonsiffs Establishment.</i>								
T. M'Gowen, Moonsiff, Mirzapoor, Salary, including Establishment	-	-	-	-	-	190	0	0
Mirza Hattam Allybeg, Moonsiff of Chunar, Salary, including Establishment	-	-	-	-	-	140	0	0
Heerahloll, Moonsiff of Cutchwar, Salary, including Establishment	-	-	-	-	-	140	0	0
<i>Nujeeb Guard.</i>								
1 Duffadar	-	-	-	-	-	6	0	0
16 Nujeebs @ 4r. each	-	-	-	-	-	64	0	0
Company's Rupees								
ALLAHABAD DEWANNY ADAWLUT.								
C. W. Kinloch, Civil and Session Judge (on Leave)	-	-	-	-	-			
H. C. Tucker, Officiating ditto.	-	-	-	-	-			
<i>English Office.</i>								
W. D. C. Wordsworth, Head Clerk	-	-	-	-	-	70	0	0
J. D. F. Martinelly, 2d ditto	-	-	-	-	-	30	0	0
OMLAH.								
Doorgapershaud, Sherishtadar	-	-	-	-	-	100	0	0
Choonie Loll, Paishkar	-	-	-	-	-	42	0	0
Baneopershaud, Government Pleader	-	-	-	-	-	20	0	0
Meer Hussun Ally, Record Keeper	-	-	-	-	-	30	0	0
Daveepershaud, Naib ditto	-	-	-	-	-	20	0	0
Madhoo Sahoy	-	-	-	-	-	30	0	0
Ram Sahoy, Naib ditto	-	-	-	-	-	10	0	0
Chundkishore, Mohurir	-	-	-	-	-	22	0	0
Mirzah Bunday Ally, ditto	-	-	-	-	-	20	0	0
Jankepershaud, ditto	-	-	-	-	-	20	0	0
Kishen Dhall, ditto	-	-	-	-	-	15	0	0
Hinpershaud, ditto	-	-	-	-	-	15	0	0
Radhat Mohun, ditto	-	-	-	-	-	15	0	0
Humzah Ally, ditto	-	-	-	-	-	15	0	0
Mohamed Mooziam, ditto	-	-	-	-	-	12	0	0
Madoopershand, ditto	-	-	-	-	-	10	0	0
Hazary Loll, ditto	-	-	-	-	-	20	0	0
Sheogopaul, ditto	-	-	-	-	-	15	0	0
Tarrah Chund, ditto	-	-	-	-	-	20	0	0
Radhapershand, ditto	-	-	-	-	-	10	0	0
Kishenpershand, ditto	-	-	-	-	-	10	0	0
Hurgahmull, ditto	-	-	-	-	-	10	0	0
1 Duffadar	-	-	-	-	-	6	0	0
12 Nujeebs @ 4r. each	-	-	-	-	-	48	0	0
<i>Personal Guard.</i>								
1 Duffadar	-	-	-	-	-	6	0	0
6 Burkundazes @ 4r. each	-	-	-	-	-	24	0	0

ALLAHABAD DEWANNY ADAWLUTT—continued.									Monthly Total.					
Miscellaneous.						R.	A.	P.	R.	A.	P.	R.	A.	P.
1 Duftery	-	-	-	-	-	5	0	0						
2 Furraush	-	-	-	-	-	4	0	0						
20 Chupprassees at 4r. each	-	-	-	-	-	80	0	0						
1 Sweeper	-	-	-	-	-	3	0	0						
									92	0	0			
Principal Sudder Ameens Establishment.														
Villayut Allykhan, Principal Sudder Ameen	-	-	-	-	-	400	0	0						
Establishment, &c.	-	-	-	-	-	150	0	0						
									550	0	0			
Moonsiffs Establishment.														
Kanjee Sahoy, Moonsiff of Munjunpoor	-	-	150	0	0									
Establishment, &c.	-	-	40	0	0									
						190	0	0						
Synd Sullamut Ally, Moonsiff of the City of Allahabad	-	-	100	0	0									
Establishment, &c.	-	-	40	0	0									
						140	0	0						
Haith Loll, Moonsiff of Phoolpoor	-	-	100	0	0									
Establishment, &c.	-	-	40	0	0									
						140	0	0						
Kishory Loll, Moonsiff of Kydgunge	-	-	100	0	0									
Establishment, &c.	-	-	40	0	0									
						140	0	0						
									610	0	0			
												1,917	0	0
Company's Rupees						-	-	-	-	-	-	4,417	0	0
BARREILLEY DEWANNY ADAWLUTT.														
S. Fraser, Civil and Sessions Judge (on Deputation), Salary	-	-	-	-	-				2,500	0	0			
D. Robertson, Officiating ditto.	-	-	-	-	-									
G. D. Raikes, Additional Judge	-	-	-	-	-				2,000	0	0			
												4,500	0	0
English Office.														
C. Richie, Head Clerk	-	-	-	-	-	75	0	0						
Mohamed Shah Khan, 2d ditto	-	-	-	-	-	25	0	0						
									100	0	0			
OMLAH														
Amanut Hossein, Law Officer	-	-	-	-	-	100	0	0						
Ally Bux, Sherishtadar	-	-	-	-	-	100	0	0						
Boodsein, Moonshee	-	-	-	-	-	50	0	0						
Heerah Ram, Missil Novees	-	-	-	-	-	20	0	0						
Nubbee Bux, Decree ditto	-	-	-	-	-	20	0	0						
Doorgapershad, Izrai Decree Novees	-	-	-	-	-	20	0	0						
Girdhony Loll, Mohurir	-	-	-	-	-	20	0	0						
Mohamed Hussein, ditto	-	-	-	-	-	12	0	0						
Thaoolloll, ditto	-	-	-	-	-	15	0	0						
Moenoodden, Rozenamcha Novees	-	-	-	-	-	15	0	0						
Beharry Loll, Secah Novees	-	-	-	-	-	15	0	0						
Tajrai, Mohurir	-	-	-	-	-	15	0	0						
Bundigie Bux, Nazer	-	-	-	-	-	30	0	0						
Ally Hossein Khan, Record Keeper	-	-	-	-	-	30	0	0						
Koondunloll, Purwannah Novees	-	-	-	-	-	15	0	0						
Hameedooddeen, Government Vakool	-	-	-	-	-	20	0	0						
1 Funash and 1 Bhistee at 4r. each	-	-	-	-	-	8	0	0						
Golam Hossein, Duftery and Mohurer	-	-	-	-	-	10	0	0						
1 Sweeper	-	-	-	-	-	3	0	0						
15 Chupprasses, at 4r. each	-	-	-	-	-	60	0	0						
4 ditto at 5 ditto	-	-	-	-	-	20	0	0						
									598	0	0			
Personal and Office Guards.														
2 Duffadars at 6r. each	-	-	-	-	-	12	0	0						
18 Burkundazes, at 4r. each	-	-	-	-	-	72	0	0						
									84	0	0			
Sudder Ameens Establishment.														
Mohamed Hossein, Principal Sudder Ameen	-	-	600	0	0									
Establishment	-	-	150	0	0									
						750	0	0						
Nowabkhan Bahadoorkhan, Sudder Ameen	-	-	250	0	0									
Establishment	-	-	80	0	0									
						330	0	0						

BARREILLEY DEWANNY ADAWLUTT—continued.									Monthly Total.					
Sudder Ameens Establishment—continued.						R.	A.	P.	R.	A.	P.	R.	A.	P.
Mouloy Mohamed Hussunkhan, Sudder Ameen, Pilli-bleet	-	-	-	-	-	250	0	0						
Establishment	-	-	-	-	-	80	0	0						
						330	0	0						
<i>Moonsiffs Establishment.</i>									1,410	0	0			
Amanut Hossein, Moonsiff of Barrelly	-	-	-	-	-	150	0	0						
Establishment	-	-	-	-	-	40	0	0						
						190	0	0						
Hamed Hossein, Moonsiff of Suburhs	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Mohamed Mouzankhan, Moonsiff of Bisulpore	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Mohamed Rehmutoollah, Moonsiff of Shajchanpore	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Mouloy Mohamed Abdoolah, 1st Moonsiff of Budaon	-	-	-	-	-	150	0	0						
Establishment	-	-	-	-	-	40	0	0						
						190	0	0						
Mohamed Wazeerooddeen, 2d Moonsiff of Budaon	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Mouloy Amanut Hossein, Moonsiff of Saheswan	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Mohamed Nasrally Khan, Moonsiff of Islamnuggur	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Mohamed Keramutoollah, Moonsiff of Sullainpore	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Hakeen Nizamooddeen, Moonsiff of Powain	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Mouloy Abdool Jalleel, Moonsiff of Tilhur	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
Shaik Moorad Ally, Moonsiff of Jellallabad	-	-	-	-	-	100	0	0						
Establishment	-	-	-	-	-	40	0	0						
						140	0	0						
									1,780	0	0			
												3,972	0	0
Company's Rupees						-	-	-	-	-	-	8,742	0	0
CAWNPORE DEWANNY ADAWLUTT.														
G. F. Harvey, Civil and Sessions Judge	-	-	-	-	-	-	-	-	-	-	-	2,500	0	0
<i>English Office.</i>														
W. F. Pownes, Writer	-	-	-	-	-	-	-	-	-	-	-	100	0	0
<i>OMLAH.</i>														
Mohamed Azeen, Sherishtadar	-	-	-	-	-	100	0	0						
Azeezooddeen, Deputy ditto	-	-	-	-	-	50	0	0						
Eshreepershaud, Record Keeper	-	-	-	-	-	25	0	0						
Abbass Ally, Deputy ditto	-	-	-	-	-	20	0	0						
Birjmohun Loll, Purwanna Novees	-	-	-	-	-	20	0	0						
Munrakhun Loll, Chittar Novees	-	-	-	-	-	20	0	0						
Gyapershaud, Nagree Novees	-	-	-	-	-	15	0	0						
Bankay Roy, Jummakhurch Novees	-	-	-	-	-	15	0	0						
Sooreijpershad, Decree Novees	-	-	-	-	-	20	0	0						
Bahadoor Sing, Mohurir	-	-	-	-	-	20	0	0						
Ally Nakykhan, Nazer	-	-	-	-	-	30	0	0						
Pearaloll, Naib ditto	-	-	-	-	-	15	0	0						
Meer Sukhawntally, Government Vakeel	-	-	-	-	-	20	0	0						
Gungapershaud, Mohurer	-	-	-	-	-	12	0	0						
1 Dufery	-	-	-	-	-	6	0	0						
18 Peons at 4R. each	-	-	-	-	-	72	0	0				460	0	0

CAWNPORE DEWANNY ADAWLUTT—continued.				Monthly Total.		
<i>Sessions Department.</i>				R.	A.	P.
Dabeopeershaud, Mohurer	-	-	-	40	0	0
Rajkoomar, ditto	-	-	-	15	0	0
<i>Burkundauze Guard.</i>						
3 Duffadars at 6R. each	-	-	-	18	0	0
22 Burkundazes at 4R. each	-	-	-	88	0	0
<i>Sudder Ameens Establishment.</i>						
Tussuddook Hosseinkhan, Principal Sudder Ameen	-	600	0	0		
Establishment	-	150	0	0		
				750	0	0
Hubbceboollah, Sudder Amcen	-	250	0	0		
Establishment	-	80	0	0		
				330	0	0
<i>Moonsiffs Establishment.</i>						
Lalla Ishreepershad, Moonsiff of 1st Division	-	100	0	0		
Establishment	-	40	0	0		
				140	0	0
(Vacant) Moonsiff of 2d Division	-	100	0	0		
Establishment	-	40	0	0		
				140	0	0
Muxood Allykhan, Moonsiff of 3d Division	-	100	0	0		
Establishment	-	40	0	0		
				140	0	0
Moulay Shookeroollah, Moonsiff of 4th Division	-	150	0	0		
Establishment	-	40	0	0		
				190	0	0
Huffezooddeen Ahmed, Moonsiff of 5th Division	-	100	0	0		
Establishment	-	40	0	0		
				140	0	0
				750	0	0
						2,551 0 0
Company's Rupees				-	-	-
						5,051 0 0
FURRUCKABAD DEWANNY ADAWLUTT.						
F. B. Buller, Civil and Session Judge Salary				-	-	-
						2,500 0 0
<i>English Office.</i>						
E. Bickers, Clerk	-	-	-	-	100	0
<i>OMLAH.</i>						
Abdool Ruzzok, Sheristadar	-	-	-	100	0	0
Mohecooddeen Khan, Naib ditto	-	-	-	50	0	0
Purmaisree Doss, Record Keeper	-	-	-	20	0	0
Fuzzul Ennam, Roobkar Novees	-	-	-	20	0	0
Dabeepershaud, Mohurir	-	-	-	20	0	0
Koonjbeharry Loll, Decree Novees	-	-	-	20	0	0
Rauffooddeen, Purwanna Novees	-	-	-	20	0	0
Purmaisree Doss, Mohurer	-	-	-	15	0	0
Hossein Bux, ditto	-	-	-	15	0	0
Teekah Ram, ditto	-	-	-	15	0	0
Toohce Ram, ditto	-	-	-	15	0	0
Noor Bux, Nazer	-	-	-	30	0	0
Shew Dia, Naib ditto	-	-	-	15	0	0
Teekah Ram, Mohurer	-	-	-	10	0	0
Golan Gouse, Government Pleader	-	-	-	20	0	0
Mohun Loll, Mohurer	-	-	-	12	0	0
25 Chupprassies @ 4R. each	-	-	-	100	0	0
1 Duffery	-	-	-	5	0	0
1 Furraush	-	-	-	4	0	0
1 Bhistee	-	-	-	4	0	0
1 Sweeper	-	-	-	3	0	0
<i>Office Guard.</i>						
1 Duffadar	-	-	-	6	0	0
12 Burkundazes @ 4R. each	-	-	-	48	0	0
				54	0	0
						513 0 0

FURRUCKABAD DEWANNY ADAWLUTT—continued.

				Monthly Total.		
<i>Personal Guard.</i>				R.	A.	P.
1 Duffadar	-	-	-	5	0	0
6 Burkundazes @ 4R. each	-	-	-	24	0	0
				29	0	0
<i>Sudder Ameen's Establishment.</i>						
F. Mercer, Principal Sudder Ameen	-	-	-	400	0	0
Establishment, &c.	-	-	-	150	0	0
				550	0	0
<i>Moonsiff's Establishment.</i>						
Shaik Mohamed Hossein, Moonsiff of Furruckabad	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
				140	0	0
Kumum Allykhan, ditto of Furruckabad	-	-	-	150	0	0
Establishment, &c.	-	-	-	40	0	0
				190	0	0
Rajkooman, ditto of Doondwarrah	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
				140	0	0
Ellaha Bux, ditto of Chabramow	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
				140	0	0
Gunput Roy, ditto of Kaemgunge	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
				140	0	0
Jowallapershaud, ditto of Kunnoujo	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
				140	0	0
				890	0	0
						2,136 0 0
Company's Rupees				-	-	-
						4,636 0 0
MYNPOORY DEWANNY ADAWLUTT.						
H. Unwin, Civil and Sessions Judge	-	-	-	-	-	2,500 0 0
<i>English Office.</i>						
James Crahenburgh, Clerk	-	-	-	-	-	100 0 0
<i>OMLAH.</i>						
Pearny Loll, Sherishtadar	-	-	-	100	0	0
Moulvy Hossain, Naib ditto	-	-	-	50	0	0
Moulvy Mohamed Ally, Record Keeper	-	-	-	30	0	0
Ujhooddecapershad, Nazer	-	-	-	30	0	0
Moolchund, Government Pleader	-	-	-	20	0	0
Gyahpershaud, Izhar Novees	-	-	-	20	0	0
Roshun Loll, Decree Novees	-	-	-	20	0	0
Wazeer Ally, Purwanna Novees	-	-	-	20	0	0
Abdool Rahum, Mohurer	-	-	-	10	0	0
Kunhyab Loll, Roobkar Novees	-	-	-	20	0	0
Jantepershaud, Rozenamcha Novees	-	-	-	20	0	0
Mohamed Yaurkhan, Mohurer	-	-	-	20	0	0
Radhakishen, ditto	-	-	-	15	0	0
Fyauz Bux, ditto	-	-	-	15	0	0
Juggutrarain, Naib Record Keeper	-	-	-	15	0	0
Russool Bux, Naib Nazer	-	-	-	15	0	0
Atmaram, Registry Novees	-	-	-	12	0	0
Poorun Chund, Mohurer	-	-	-	10	0	0
Sectulpershaud, ditto	-	-	-	15	0	0
Rughnath Doss, Jummakhurch Novees	-	-	-	10	0	0
1 Duftery	-	-	-	5	0	0
1 Furraush	-	-	-	4	0	0
1 Bhistee	-	-	-	4	0	0
1 Sweeper	-	-	-	2	0	0
20 Chupprassers @ 4R. each	-	-	-	80	0	0
				563	0	0
(Vacant) Mofty	-	-	-	100	0	0
						663 0 0
<i>Burkundauze Guard.</i>						
1 Duffadar	-	-	-	6	0	0
16 Burkundazes @ 4R. each	-	-	-	64	0	0
						70 0 0

MENPOORY DEWANNY ADAWLUT—continued.

Sudder Ameen's Establishment.

Mohamed Hossein Khan, Principal Sudder Ameen
Establishment, &c.

R. A. P.
600 0 0
150 0 0

750 0 0

Moonsiff's Establishment.

Lallah Soonderloll, Moonsiff of Mynpory
Establishment, &c.

R. A. P.
150 0 0
40 0 0

190 0 0

Enayut Hossein, Moonsiff of Sheksoabad
Establishment, &c.

150 0 0
40 0 0

190 0 0

Nuzzufkhan, Moonsiff of Oupoorah
Establishment, &c.

100 0 0
40 0 0

140 0 0

Pundit Ruttonloll, Moonsiff of Etawah
Establishment, &c.

100 0 0
40 0 0

140 0 0

Lallah Leodiall, Moonsiff of Phuppooud
Establishment, &c.

100 0 0
40 0 0

140 0 0

800 0 0

2,383 0 0

Company's Rupees

4,883 0 0

FUTTEHPOOR DEWANNY ADAWLUT.

J. Muir, Civil and Sessions Judge
R. T. Tucker, Officiating ditto (on Leave).

- - -

2,500 0 0

English Office.

George Lawrence, Head Writer
Bhubuneshur Chattoorjee, 2d ditto

100 0 0
25 0 0

125 0 0

OMLAI.

Golam Mahomed, Sherishtadar

100 0 0

Golam Muckdoom, Paishkar

50 0 0

Bhowanny Dial, Record Keeper

30 0 0

Gapershaud, Naib ditto

12 0 0

Dabcedeen, Moonshee

25 0 0

Synd Mahomed, Nazier

25 0 0

Munnee Loll, Naib ditto

10 0 0

Dhoom Sing, Decree Novices

20 0 0

Gunput Roy, Perwannah ditto

20 0 0

Synd Myhmood, Itlanamah ditto

20 0 0

Sheo Sahoy, Mohurer

15 0 0

Kama Khan, ditto

15 0 0

Gungapershaud, ditto

15 0 0

Hurdeo Bux, ditto

15 0 0

Mahdhooram, ditto

10 0 0

Bunsee Loll, ditto

12 0 0

Jankeepershand, ditto

15 0 0

Sheo Sahoy, ditto

12 0 0

Mahdhooram, Government Pleader

20 0 0

20 Chupprassies @ 4r. each

80 0 0

1 Duftery

5 0 0

1 Bhisty and 1 Furraush @ 4r. each

8 0 0

1 Mehter

5 0 0

537 0 0

Personal and Cutchery Guards.

2 Havildars @ 8r. each

16 0 0

12 Sepoys @ 5r. each

60 0 0

76 0 0

Principal Sudder Ameen's Establishment.

Moulvie Mahomed Yusoof Hossein Khan, Principal
Sudder Ameen
Establishment
Guard

400 0 0
150 0 0
10 0 0

560 0 0

FUTTEHPOOR DEWANNY ADAWLUT—continued.

Moonsiff's Establishment.

	R.	A.	P.
Blugwanpershaud, Moonsiff of Futtehpoor	100	0	0
Synd Emadul Hossein, ditto of Huzaon	100	0	0
Establishment @ 40r. each	80	0	0

R. A. P.

280 0 0

R. A. P.

1,453 0 0

Monthly Total.

R. A. P.

1,578 0 0

Company's Rupees

-

-

4,078 0 0

MORADABAD DEWANNY ADAWLUT.

J. Lean, Civil and Sessions Judge, (on Leave,) Salary - - - - -
 J. C. Wilson, Officiating ditto - - - - -

2,500 0 0

English Office.

J. Warwick, Head Writer	-	-	-	60	0	0
Chunder Banorjee, 2d ditto	-	-	-	30	0	0

60 0 0

30 0 0

90 0 0

OMDAH.

Mahomed Allum, Sherishtadar	-	-	-	100	0	0
Tekehund, Naib ditto	-	-	-	40	0	0
Shib Loll, Moonshee	-	-	-	30	0	0
Basit Ally, Decree Novices	-	-	-	25	0	0
Goor Sahoy, Nazier	-	-	-	30	0	0
Rutton Loll, Record Keeper	-	-	-	30	0	0
Motee Loll, Missil Novices	-	-	-	20	0	0
Mahomed Mohemooddeen, Decree ditto	-	-	-	14	0	0
Luckput Roy, Chittee ditto	-	-	-	14	0	0
Neeamutoollah, Mohurer	-	-	-	14	0	0
Sectaran, Naib Record Keeper	-	-	-	20	0	0
Mahomed Kutub Allum, ditto	-	-	-	14	0	0
Mahomedyar, Bully Register Novices	-	-	-	12	0	0
Hurdyal, Mohurer	-	-	-	10	0	0
Mahomed Allum, ditto	-	-	-	10	0	0
Ally Hossein, Secab Novices	-	-	-	10	0	0
Mahomed Ally Bey, Naib Nazier	-	-	-	14	0	0
Beharry Loll, Jummakhurch Novices	-	-	-	15	0	0
Goham Hossein, Government Pleader	-	-	-	20	0	0
20 Peons @ 4r. each	-	-	-	80	0	0
1 Bheestee	-	-	-	4	0	0
1 Furraush	-	-	-	4	0	0
1 Sweeper	-	-	-	3	0	0
1 Duffery	-	-	-	6	0	0

100 0 0

40 0 0

30 0 0

25 0 0

30 0 0

30 0 0

20 0 0

14 0 0

14 0 0

14 0 0

20 0 0

14 0 0

10 0 0

10 0 0

10 0 0

14 0 0

15 0 0

20 0 0

80 0 0

4 0 0

4 0 0

3 0 0

6 0 0

549 0 0

Burkundauze Guard.

1 De-fidat	-	-	-	6	0	0
6 Burkundauzes @ 4r each	-	-	-	24	0	0

6 0 0

24 0 0

30 0 0

Sudder Ameens Establishment.

Moulvee Ahmed Hossein Khan, Principal Sudder	-	-	-	600	0	0
Ameen, Salary	-	-	-	150	0	0
Establishment, &c.	-	-	-	-	-	-

750 0 0

Moulvee Mobarizooddeen Khan, Sudder Ameen of Mora-	-	-	-	250	0	0
dabad	-	-	-	80	0	0
Establishment, &c.	-	-	-	-	-	-

330 0 0

Masook Ally Khan, ditto of Bijnour	-	-	-	250	0	0
Establishment, &c.	-	-	-	80	0	0

330 0 0

1,410 0 0

Moonsiff's Establishment.

Pundit Kidarnath, Moonsiff, Environs of Moradabad	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0

140 0 0

Kuluballee Shah, ditto of Billaree	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0

140 0 0

Kootuboodden, ditto of City	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0

140 0 0

MORADABAD DEWANNY ADAWLUT—continued.				Monthly Total.		
Moonsiff's Establishment - continued.				R.	A.	P.
Solooella Khan, Moonsiff of Amroha	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
Moulvee Mahomed Noor, ditto of Nugeenah	-	-	-	150	0	0
Establishment, &c.	-	-	-	40	0	0
Indadhossein Khan, ditto of Dhoompoor	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
Azimooddeen Hossein, ditto of Sumbul	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
Uzmutoollah Khan, ditto of Thakoordowra	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
Sheik Ahmed, ditto of Hosseinpore	-	-	-	100	0	0
Establishment, &c.	-	-	-	40	0	0
				140	0	0
				1,310	0	0
				3,389	0	0
Company's Rupees	-	-	-	-	-	-
				5,889	0	0
CEDED DISTRICTS IN THE SAUGOR AND NERBUDDA TERRITORIES.						
SAUGOR DEWANNY ADAWLUT.						
M. Smith, Civil and Sessions Judge Salary	-	-	-	2,500	0	0
Travelling Allowance	-	-	-	166	10	8
				2,666	10	8
English Office.						
E. Jennings, Head Clerk	-	-	-	230	0	0
Kidarnath Bose, 2d ditto	-	-	-	100	0	0
Gopal Roy Pandit, 3d ditto	-	-	-	40	0	0
Kylas Chunder Ghose, 4th ditto	-	-	-	30	0	0
Tarucknath Bose, 5th ditto	-	-	-	20	0	0
Hennath, Duffery	-	-	-	10	0	0
				430	0	0
Persian Office.						
Koonjbeharry Loll, Sherishtadar	-	-	-	150	0	0
Jankeepershand, Naib ditto	-	-	-	75	0	0
Buktawur Sing, Robear Novees	-	-	-	45	0	0
Chookee Loll, Mohafiz Duffery	-	-	-	40	0	0
Nawul Beharry Loll, Deeree Novees	-	-	-	25	0	0
Gumput Roy, Naib Mohafizdufter	-	-	-	20	0	0
Rughoonath Pershad, Moharer	-	-	-	20	0	0
Beharry Loll, ditto	-	-	-	15	0	0
Eshree Pershad, Nazier	-	-	-	20	0	0
Doorgapershad, Moharer	-	-	-	15	0	0
Jankeepershand, ditto	-	-	-	15	0	0
Gujraaj Sing, Duffery	-	-	-	10	0	0
Azim Khan, Jemadar	-	-	-	10	0	0
8 Chupprassies @ 5R. each	-	-	-	40	0	0
1 Khullassy	-	-	-	5	0	0
1 Furraush	-	-	-	4	0	0
1 Sweeper	-	-	-	3	0	0
				512	0	0
Office and Personal Guards.						
1 Duffagar	-	-	-	6	0	0
12 Burkundauzes @ 4R. each	-	-	-	48	0	0
				54	0	0
Sudder Ameen's Establishment.						
Mahomed Ally Hossein, Sudder Ameen, Salary, including Establishment	-	-	-	330	0	0
Moonsiff's Establishment.						
Roy Dhaka Loll, Moonsiff of 1st Class at Damoh, Salary, including Establishment	-	-	-	260	0	0
Synd Bungeooddeen, ditto of 2d Class at Koorje, Salary, including Establishment	-	-	-	210	0	0

CEDED DISTRICTS IN THE SAUGOR AND NERBUDDA TERRITORIES.— SAUGOR DEWANNY ADAWLUT— <i>continued.</i>				Monthly Total		
Moonsiff's Establishment— <i>continued.</i>				R.	A.	P.
Roy Kishen Roy, Moonsiff of 2d Class at Rehly, Salary, including Establishment	R.	A.	P.			
	210	0	0			
Mahomed Hadee Ally, ditto of 2d Class at Saugor, Salary, including Establishment	210	0	0			
				890	0	0
Meer Goolzar Ally, Civil Record Keeper				20	0	0
					1,240	0 0
						2,236 0 0
Company's Rupees						4,902 10 8
CEDED DISTRICTS WITH THE SAUGOR AND NERBUDDA TERRITORIES— <i>continued.</i>						
HOSHINGABAD, WITH WHICH IS UNITED BATTOOL.						
Sudder Ameen's Establishment.						
Meer Golam Enam, Sudder Ameen of Hosingabad, Salary, including Establishment				330	0	0
Moonsiff's Establishment.						
Golam Moheemooddeen, Moonsiff of 1st Class at Baitool, Salary, including Establishment	260	0	0			
Mahomed Attacollah Khan, 2d ditto at Seonee, Salary including Establishment	210	0	0			
				470	0	0
OMLAH.				800 0 0		
Russool Khan, Sherishtadar	80	0	0			
Gopaul Roy, Moonshee	30	0	0			
Kasheemooddeen, Perwannah Novees	20	0	0			
Essuree Pershad, Record Keeper	30	0	0			
Radhay Loll, Naib ditto	20	0	0			
Bissunpershad, Civil Record Keeper	20	0	0			
Luchmunpershad, Nazier	25	0	0			
Deen Dhall, Mohurer	15	0	0			
1 Jemadar	7	0	0			
1 Tazzeana Burdar	5	0	0			
20 Chupprassies @ 4r. each	80	0	0			
				332	0	0
OMLAH OF THE 2D CLASS, DEPUTY COMMISSIONER OF BATTOOL.						
Bunwarce Loll, Sherishtadar	45	0	0			
Cheemun Loll, Mohurer	30	0	0			
Sheik Mahomed Ally, Record Keeper	25	0	0			
Kadum Hossein, Nazier	20	0	0			
Juddoo Roy, Mohurer	15	0	0			
Kanje Mull, ditto	15	0	0			
Durbaree Loll, ditto	20	0	0			
1 Duffery	6	0	0			
1 Tazzeana Burdar	5	0	0			
10 Chupprassies @ 4r. each	40	0	0			
				221	0	0
					553	0 0
						1,353 0 0
Company's Rupees						1,353 0 0
CEDED DISTRICTS IN THE SAUGOR AND NERBUDDA TERRITORIES— <i>continued.</i>						
JUBBULPOOR, WITH WHICH IS UNITED SEONEE.						
JUBBULPOOR.						
OMLAH.						
Mahomed Ruza, Acting Sherishtadar	75	0	0			
Munee Loll, Roobkar Novees	30	0	0			
Beharee Loll, Mohafiz Duffery	30	0	0			
Dilrakhan, Mashkabar Novees	20	0	0			
Golam Jelance, Mohurer	15	0	0			

CEDED DISTRICTS IN THE SAUGOR AND NERBUDDA TERRITORIES— <i>continued.</i>					Monthly Total.		
					R.	A.	P.
SAUGOR.							
<i>English Office.</i>							
Unnodapershad Mookerjee, Acting English Writer	-	-	-	-	50	0	0
SUDDER OMLAH.							
Beharry Loll, Sherishtadar	-	-	-	-	80	0	0
Awuz Ally, Moonshee	-	-	-	-	30	0	0
Jowalapershad, Record Keeper	-	-	-	-	30	0	0
Gopal Roy, Naib ditto	-	-	-	-	15	0	0
Goor Bukshroy, Nazier	-	-	-	-	25	0	0
Soojaitoolah, Robkar Novees	-	-	-	-	25	0	0
Maldeo and Seochurn, Perwannah ditto	-	-	-	-	20	0	0
Sewchurn, 2d Nagu ditto	-	-	-	-	10	0	0
Laleet Ram, Rozenamcha ditto	-	-	-	-	20	0	0
1 Jemadar	-	-	-	-	7	0	0
1 Duftery	-	-	-	-	6	0	0
25 Chupprassies @ 4R. each	-	-	-	-	100	0	0
1 Furraush	-	-	-	-	5	0	0
1 Vaccinator	-	-	-	-	8	0	0
					381	0	0
							431 0 0
Company's Rupees	-	-	-	-	-	-	431 0 0
CEDED DISTRICTS IN THE SAUGOR AND NERBUDDA TERRITORIES— <i>continued.</i>							
NURSINGPOOR.							
<i>Sudder Omlah.</i>							
Sheik Azeemooddeen, Sherishtadar	-	-	-	-	75	0	0
Golam Mahomed Khan, Naib ditto	-	-	-	-	30	0	0
Bissesur Diall, Record Keeper	-	-	-	-	30	0	0
Radha Kishen, Naib ditto	-	-	-	-	20	0	0
Meer Surfurazally, Civil Record Keeper	-	-	-	-	20	0	0
Payree Loll, Purwannah Novees	-	-	-	-	20	0	0
Gunger Bishun, Nazier	-	-	-	-	25	0	0
Toolsee Ram, Mohurer	-	-	-	-	15	0	0
Ruheemoodden, ditto	-	-	-	-	15	0	0
Madhopershand, Hindee Novees	-	-	-	-	15	0	0
1 Furraush	-	-	-	-	5	0	0
1 Bheesty	-	-	-	-	5	0	0
					275	0	0
<i>Sudder Ameen's Establishment.</i>							
Khoorshed Ally Khan, Principal Sudder Ameen, Salary, including Establishment	-	-	-	-	700	0	0
<i>Moonsiff's Establishment.</i>							
Mahomed Emamooddeen, 1st Class Moonsiff, Salary, including Establishment	-	-	-	-	260	0	0
Mahomed Aleemooddeen, 2d Class Moonsiff, Salary, including Establishment	-	-	-	-	210	0	0
					470	0	0
							1,445 0 0
Company's Rupees	-	-	-	-	-	-	1,445 0 0
AGRA DEWANNY ADAWLUT.							
E. H. Morland, Civil and Sessions Judge, Salary	-	-	-	-	-	-	2,500 0 0
<i>English Office.</i>							
Nilumbee Sain, Head Clerk	-	-	-	-	60	0	0
Muddoo Soodun Goopta, 2d ditto	-	-	-	-	40	0	0
					100	0	0
OMLAH.							
Mohomed Bakur Ally Khan, Cauzee	-	-	-	-	150	0	0
Moulvie Reezooddeen, Mooftie	-	-	-	-	100	0	0
Seel Chund, Acting Sherishtadar	-	-	-	-	100	0	0

AGRA DEWANNY ADAWLUT—continued.										Monthly Total.		
English Office, Omlah—continued.				R.	A.	P.	R.	A.	P.	R.	A.	P.
Juggut Narian, Acting Naib Sherishtadar	-	-	-	50	0	0						
Bukur Ally, Nazier	-	-	-	30	0	0						
Saukeypershand, Naib ditto	-	-	-	15	0	0						
Pearay Lall, Record Keeper	-	-	-	30	0	0						
Dabypershand, Naib Record Keeper	-	-	-	15	0	0						
Rajjub Ally, Purwunnah Nowis	-	-	-	20	0	0						
Ruttun Lall, Mohurer	-	-	-	20	0	0						
Kunhya Lall, ditto	-	-	-	15	0	0						
Jewan Ram, Assistant Rozenamcha Novees	-	-	-	20	0	0						
Chain Lookh, Assistant Decree Novees	-	-	-	20	0	0						
Makluns Lall, Jummakhurch ditto	-	-	-	25	0	0						
Taraub Ally, Mohurer	-	-	-	20	0	0						
Thakoor Doss, ditto	-	-	-	15	0	0						
Bhowannypashund, Pleader	-	-	-	20	0	0						
Usgur Ally Beg, Register Novees	-	-	-	12	0	0						
1 Furraush and 1 Bheesty, @ 4r. each	-	-	-	8	0	0						
1 Duffery	-	-	-	5	0	0						
20 Peons @ 4r. each	-	-	-	80	0	0						
1 Sweeper	-	-	-	3	0	0						
<i>Burkundauz Guard.</i>												
1 Jemadar	-	-	-	6	0	0						
20 Burkundauzes @ 4r. each	-	-	-	80	0	0						
<i>Sudder Ameens Establishment.</i>												
Moulovee Kurreemoollah Khan, Principal Sudder Ameen	-	-	-	400	0	0						
Establishment, &c.	-	-	-	150	0	0						
				550	0	0						
Shawa Churn Banoorjee, Sudder Ameens	-	-	-	250	0	0						
Establishment, &c.	-	-	-	80	0	0						
				330	0	0						
<i>Moonsiff's Establishment</i>												
R. Garland, Moonsiff of Agra	-	-	-	150	0	0						
Establishment, &c.	-	-	-	40	0	0						
				190	0	0						
Mirza Mahomed Ally Beg, ditto of Futtehpore	-	-	-	100	0	0						
Establishment, &c.	-	-	-	40	0	0						
				140	0	0						
Meer Sulamut Ally, ditto of Bah	-	-	-	100	0	0						
Establishment, &c.	-	-	-	40	0	0						
				140	0	0						
Lalla Chuttin Bhooj Suhay, ditto of Etmadpore	-	-	-	100	0	0						
Establishment, &c.	-	-	-	40	0	0						
				140	0	0						
Moulvie Ally Baksh, ditto of Matt	-	-	-	100	0	0						
Establishment, &c.	-	-	-	40	0	0						
				140	0	0						
Moulvie Mohamed Lubcoodeen, ditto of Jullaisur	-	-	-	100	0	0						
Establishment, &c.	-	-	-	40	0	0						
				140	0	0						
							890	0	0			
										2,729	0	0
Company's Rupees				-	-	-	-	-	-	5,229	0	0
ALLY GURU DEWANNY ADAWLUT.												
G. Blunt, Civil and Sessions Judge				-	-	-	-	-	-	2,500	0	0
<i>English Office.</i>												
W. Hind, Head Clerk				-	-	-	-	-	-	80	0	0
<i>OMLAH.</i>												
Enmeth Ahmed, Law Officer	-	-	-	100	0	0						
Ram Lall, Sherishtadar	-	-	-	100	0	0						
Jumayut Roy, Moonshee	-	-	-	50	0	0						
Jankeepershand, Record Keeper	-	-	-	30	0	0						
Shew Lahoy, Naib ditto	-	-	-	12	0	0						
Beharee Lall, Government Pleader	-	-	-	20	0	0						
Muneco Lall, Mohurer	-	-	-	21	0	0						

ALLY GURH DEWANNY ADAWLUT—continued.						Monthly Total.		
English Office, Omlah—continued.						R.	A.	P.
Koonj Lall, Mohurer	-	-	-	-	-	18	0	0
Kasheepershand, ditto	-	-	-	-	-	22	0	0
Balmokund, ditto	-	-	-	-	-	15	0	0
Sahib Ram	-	-	-	-	-	12	0	0
1 Mohurer	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
Mobaruck Sing, ditto	-	-	-	-	-	10	0	0
Nasir Begb, Nazier	-	-	-	-	-	30	0	0
Gokulanund, Naib	-	-	-	-	-	15	0	0
Zeeaoodeen, Duffery	-	-	-	-	-	10	0	0
15 Chukprassies @ 4r. each	-	-	-	-	-	60	0	0
1 Furrash 3r. and 1 Sweeper 2r.	-	-	-	-	-	5	0	0
Soondai Lall, Treasurer	-	-	-	-	-	10	0	0
<i>Personal Guard.</i>						555	0	0
9 Chukprassies @ 4r. each	-	-	-	-	-	36	0	0
7 ditto @ 4r. each	-	-	-	-	-	28	0	0
<i>Sudder Amcen Establishment.</i>						64	0	0
Razeeooddeen, Principal Sudder Amcen	-	-	-	-	-	400	0	0
Establishment	-	-	-	-	-	150	0	0
						550	0	0
Mohin Ally, Sudder Amcen	-	-	-	-	-	250	0	0
Establishment	-	-	-	-	-	80	0	0
						330	0	0
<i>Moonsiff's Establishment.</i>						880	0	0
Roy Bucktawur Sing, Moonsiff of Kashgunge, Salary, including Establishment	-	-	-	-	-	140	0	0
Jewan Kishore, ditto of Khyr	-	-	-	-	-	140	0	0
Ubbas Ally, ditto of Athowla	-	-	-	-	-	140	0	0
Junayeth Ahmed, ditto of Coel	-	-	-	-	-	190	0	0
Golauni Mohecoodeen, ditto of Hatrass	-	-	-	-	-	190	0	0
						800	0	0
						2,379	0	0
Company's Rupees						-	-	-
						4,879	0	0
BUNDELCUND DEWANNY ADAWLUT.								
C. W. Fagan, Civil and Sessions Judge, Salary						-	-	-
						2,500	0	0
<i>English Office.</i>								
R. P. Rotton, Head Writer	-	-	-	-	-	75	0	0
Dwa-kanauth Nutter, 2d ditto	-	-	-	-	-	25	0	0
1 Duffery	-	-	-	-	-	7	0	0
						107	0	0
OMLAH.								
Dabcepershand, Sheristhadar	-	-	-	-	-	100	0	0
(Vacant) Pundit	-	-	-	-	-	60	0	0
Uzmut Ally, Moonshee	-	-	-	-	-	50	0	0
Munglepershand, Roobkar Novees	-	-	-	-	-	30	0	0
Gungpershand, Purwannah ditto	-	-	-	-	-	25	0	0
Bhowannydeen, Rozenamcha ditto	-	-	-	-	-	25	0	0
Cheysookh, Deputy ditto	-	-	-	-	-	15	0	0
Rampertaub, Ettanama ditto	-	-	-	-	-	25	0	0
Oozagurloll, Russoome ditto	-	-	-	-	-	15	0	0
Amundpershand, Decree ditto	-	-	-	-	-	25	0	0
Biddudhur, Hindes ditto	-	-	-	-	-	10	0	0
Kalkapushand, Mohurer	-	-	-	-	-	10	0	0
Laikraj, Nazier	-	-	-	-	-	25	0	0
Doorgapershand, Deputy ditto	-	-	-	-	-	15	0	0
Rameoomai, Mohafiz Duffery	-	-	-	-	-	30	0	0
Ballakram, Deputy ditto	-	-	-	-	-	15	0	0
Budheechund, Nuckul Novees	-	-	-	-	-	25	0	0
Khem Roy, ditto ditto	-	-	-	-	-	15	0	0
Chundeeprsband, Mohurer	-	-	-	-	-	12	0	0
Neamutashrup, Company's Vakeel	-	-	-	-	-	20	0	0
20 Chupprassies @ 4r. each	-	-	-	-	-	80	0	0
1 Furrash 4r. @ 1 Mehta @ 3r. and 1 Duffery @ 6r.	-	-	-	-	-	13	0	0
						640	0	0

BUNDELCUND DEWANNY ADAWLUT—continued.					Monthly Total.		
<i>Kutcherry Guard.</i>					R.	A.	P.
1 Duffadar	-	-	-	-	6	0	0
4 Sepoys @ 4r. each	-	-	-	-	16	0	0
<i>Personal Guard.</i>							
1 Duffadar	-	-	-	-	6	0	0
6 Sepoys @ 4r. each	-	-	-	-	24	0	0
<i>Sudder Ameen's Establishment.</i>							
Mohamed Kassim, Principal Sudder Ameen	-	-	-	-	400	0	0
Establishment, &c.	-	-	-	-	150	0	0
<i>Moonsiff's Establishment.</i>							
Recazut Ally, Moonsiff of Banda	-	-	100	0	0		
Establishment, &c.	-	-	40	0	0		
					140	0	0
Fussahntoolah, Moonsiff of Terohah	-	-	100	0	0		
Establishment, &c.	-	-	40	0	0		
					140	0	0
Ruheemoollah, Moonsiff of Jallalpoor	-	-	100	0	0		
Establishment, &c.	-	-	40	0	0		
					140	0	0
					420	0	0
Company's Rupees					-	-	-
							1,769 0 0
							4,269 0 0
MERUT DEWANNY ADAWLUT.							
C. C. Jackson, Civil and Sessions Judge	-	-	-	-	-	-	2,500 0 0
<i>English Office.</i>							
A. E. Michael, Clerk	-	-	-	-	100	0	0
W. Jones, Writer	-	-	-	-	10	0	0
							110 0 0
<i>OMLAH.</i>							
Ghaseeram, Sherishtadar	-	-	-	-	100	0	0
Nizabut Ally, Moonshee	-	-	-	-	50	0	0
Kullien Sing, Naib Sherishtadar	-	-	-	-	30	0	0
Saubut Ally, Nazier	-	-	-	-	25	0	0
Hursookh Roy, Mohafizdufter	-	-	-	-	30	0	0
Hoolas Roy, Mohurer	-	-	-	-	20	0	0
Hurdial Sing, ditto	-	-	-	-	20	0	0
Bissumbhur Sahoy, ditto	-	-	-	-	10	0	0
Nathoo Singh, ditto	-	-	-	-	10	0	0
Ramnarain, ditto	-	-	-	-	10	0	0
Golan Hyder, Government Pleader	-	-	-	-	20	0	0
Bahadoor Sing, Cash Keeper	-	-	-	-	25	0	0
Muthra Doss, Naib Mohafiz Dufter	-	-	-	-	15	0	0
Guzput Roy, Register Noavis	-	-	-	-	12	0	0
1 Duffery	-	-	-	-	5	0	0
1 Furraush	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	3	0	0
1 Bheesty	-	-	-	-	4	0	0
2 Chupprassies @ 4r. each	-	-	-	-	80	0	0
Ground Rent, on which the Cutcherry stands	-	-	-	-	1	13	4
							474 13 4
<i>Treasury Guard.</i>							
Meer Khan, Jemadar	-	-	10	0	0		
11 Burkundaz @ 4r. each	-	-	44	0	0		
					54	0	0
<i>Personal Guard.</i>							
1 Duffadar	-	-	6	0	0		
8 Burkundazes @ 4r. each	-	-	24	0	0		
					30	0	0
							80 0 0
<i>Sudder Ameens Establishment.</i>							
Nawab Mahomed Ubdoolah Khan, Principal Sudder Ameen, Salary, including Establishment	-	-	-	-	750	0	0
Koor Ewuz Ally Khan, Sudder Ameen, Salary, including Establishment	-	-	-	-	330	0	0
							1,080 0 0

MEERUT DEWANNY ADAWLUT—continued.					Monthly Total.		
<i>Moonsiff's Establishment.</i>					R.	A.	P.
Hakeem Fuqwooddeen, Moonsiff of Merut	-	-	-	-	140	0	0
Mahomed Bukel, ditto of Doobaiee	-	-	-	-	140	0	0
Makhun Lall, ditto of Hauper	-	-	-	-	140	0	0
Kishun Ally Khan, ditto of Secundrabad	-	-	-	-	140	0	0
V. Burkeley, ditto of Boolundshahur	-	-	-	-	190	0	0
Sheirazooddeen, ditto of Sudhanna	-	-	-	-	140	0	0
					890	0	0
Company's Rupees					-	-	-
SEHARUNPORE DEWANNY ADAWLUT.							
P. C. French, Civil and Sessions Judge	-	-	-	-	-	-	-
<i>English Office.</i>							
H. C. Bradford, Head Clerk	-	-	-	-	100	0	0
J. H. Gabriel, 2d ditto	-	-	-	-	20	0	0
<i>OMDAH.</i>							
Kishore Chund, Sherishtadar	-	-	-	-	80	0	0
Dhoom Sing, Record Keeper	-	-	-	-	30	0	0
Ahmud Hossein, Naib ditto	-	-	-	-	15	0	0
Sahel Sing, Nager	-	-	-	-	25	0	0
Bukhtawur Sing, Government Vakeel	-	-	-	-	20	0	0
Monohur Lall, Mohurer	-	-	-	-	20	0	0
Nehehal Sing, ditto	-	-	-	-	20	0	0
Mohamud Hossein, ditto	-	-	-	-	20	0	0
Hurjoo Lall, ditto	-	-	-	-	15	0	0
Deendiall, ditto	-	-	-	-	12	0	0
Yousuf Ally, ditto	-	-	-	-	10	0	0
Nubbee Bux, ditto	-	-	-	-	10	0	0
1 ditto	-	-	-	-	5	0	0
Luchmun Dass, ditto	-	-	-	-	10	0	0
1 Duffery	-	-	-	-	5	0	0
14 Peons @ 4r. each	-	-	-	-	56	0	0
1 Furraush	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	3	0	0
<i>Burkundauze Guard.</i>							
1 Duffadar	-	-	-	-	6	0	0
1 ditto	-	-	-	-	6	0	0
18 Burkundauzes @ 4r. each	-	-	-	-	72	0	0
<i>Sudder Ameens Establishment.</i>							
Mahomed Kassim Ally, Principal Sudder Ameen Establishment	-	-	-	-	400	0	0
	-	-	-	-	150	0	0
<i>Moonsiff's Establishment.</i>							
Kummurooddeen, Moonsiff Establishment	-	-	-	-	100	0	0
	-	-	-	-	40	0	0
					140	0	0
Shaik Ahmed, Moonsiff Establishment	-	-	-	-	100	0	0
	-	-	-	-	40	0	0
					140	0	0
L. Berkely, Moonsiff Establishment	-	-	-	-	150	0	0
	-	-	-	-	40	0	0
					190	0	0
Ufzul Hossein, Moonsiff Establishment	-	-	-	-	100	0	0
	-	-	-	-	40	0	0
					140	0	0
Mahomed Yehew Establishment	-	-	-	-	150	0	0
	-	-	-	-	40	0	0
					190	0	0
					800	0	0
Company's Rupees					-	-	-

DELHI DEWANNY ADAWLUT.					R.	A.	P.	R.	A.	P.	Monthly Total.		
					R.	A.	P.	R.	A.	P.	R.	A.	P.
R. B. Morgan, Civil and Sessions Judge					-	-	-	-	-	-	500	0	0
<i>English Office.</i>													
J. C. Ryley, Clerk					-	-	-	90	0	0			
<i>Civil Court.</i>													
Chooteen Lall, Sheristadar					-	150	0	0					
Golam Hossein, Naib ditto					-	50	0	0					
Gunga Ram, Record Keeper					-	30	0	0					
Annundee Lall, Register Novees					-	12	0	0					
Gobindsurrun Dass, Nazer					-	25	0	0					
Wedud Ally, Naib, ditto, and Mohurer					-	15	0	0					
Sewa Ram, Mohurer of Decrees					-	20	0	0					
Nund Kishore, Perwannah Novees					-	20	0	0					
Gunga Beshun, Government Pleader					-	20	0	0					
Shital Rai, Decree Novees					-	20	0	0					
Sahgur Mull, Hindce Novees					-	20	0	0					
1 Jemadar					-	8	0	0					
10 Peons @ 4R. each					-	40	0	0					
1 Duffery					-	5	0	0					
								435	0	0			
<i>Ssessions Court.</i>													
Guneshee Lall, Izhar Novees					-	25	0	0					
Surubsook Roy, Record Keeper					-	20	0	0					
Mahomed Hossein, Nazer					-	15	0	0					
Meer Ubdool Rehman, Mohurer					-	15	0	0					
1 Furraush					-	4	0	0					
5 Peons at 5R. each					-	25	0	0					
								104	0	0			
<i>Barkundau. Guard.</i>													
1 Duffadar					-	6	0	0					
12 Barkundauzes @ 4R. each					-	48	0	0					
4 ditto, @ 4R. each					-	16	0	0					
								70	0	0			
<i>Sudder Ameen Establishment.</i>													
Mahomed Suddurroddeen Khan, Principal Sudder Ameen Establishment					-	600	0	0					
					-	150	0	0					
								750	0	0			
Nund Lall, Sudder Ameen Establishment					-	250	0	0					
					-	80	0	0					
								330	0	0			
J. P. Lyons, Sudder Ameen Establishment					-	250	0	0					
					-	80	0	0					
								330	0	0			
James Kirk, Sudder Ameen Establishment					-	250	0	0					
					-	80	0	0					
								330	0	0			
<i>Moonsiff's Establishment.</i>													
Synd Ahmed Khan, Moonsiff, Salary and Establishment					-	190	0	0					
Synd Kassim Allee, ditto ditto					-	140	0	0					
Lookbassee Lall, ditto ditto					-	190	0	0					
Synd Fuzl Hug, ditto ditto					-	140	0	0					
Mahomed Kurrun Allee Khan, ditto ditto					-	140	0	0					
								800	0	0			
											3,239	0	0
Company's Rupees					-	-	-	-	-	-	5,739	0	0
BHUTTY TERRITORY SUPERINTENDENT.													
Captain R. Robertson, Superintendent. Consolidated Salary					-	1,500	0	0					
Deduct Military Pay					-	121	12	0					
								1,378	4	0			
Deduct Moiety charged to Revenue Branch					-	-	-	689	2	0			
											689	2	0
<i>English Office.</i>													
J. H. Oliver, Senior Assistant					-	200	0	0					
A. T. S. Donald, 2d ditto					-	250	0	0					
								450	0	0			

BHUTTY TERRITORY SUPERINTENDENT—continued.					Monthly Total.		
English Office—continued.					R.	A.	P.
Sudder Omlah.					R.	A.	P.
Rampershand, Sherishtadar	-	-	-	-	70	0	0
Ramsook Doss, Mohafizdufter	-	-	-	-	20	0	0
Luckmeenarain, Robkar and Izhar Novees	-	-	-	-	30	0	0
Dwarka Pershaud, Perwannah Novees	-	-	-	-	25	0	0
Hurry Shunker, Nazier	-	-	-	-	30	0	0
Kalka Pershad, Rozenamcha and Nuksa Novees	-	-	-	-	25	0	0
Mohun Lall, Naib Mohafizdufter	-	-	-	-	15	0	0
Golam Russool Khan, Naib Izhar Novees	-	-	-	-	15	0	0
Emamooddeen, Duftry	-	-	-	-	17	0	0
Moorly Ram, Native Doctor	-	-	-	-	40	0	0
Sudder Omlah at Wuttoo.					287	0	0
Jeewun Ram, Sherishtadar	-	-	-	-	40	0	0
Look Lall, Nazir and Mohafizdufter	-	-	-	-	25	0	0
Wryjeeooddeen, Izhar Novees	-	-	-	-	15	0	0
Kunhyah Lall, Mohurer	-	-	-	-	10	0	0
Birj Lall, ditto for 2d Assistant	-	-	-	-	15	0	0
2 Chupperassies @ 5r. each	-	-	-	-	10	0	0
1 Duffadar	-	-	-	-	8	0	0
8 Burkundauzes @ 4r. each	-	-	-	-	32	0	0
Guard at Head Quarters.					155	0	0
Behal Sing, Jemadar	-	-	-	-	16	0	0
2 Duffadars @ 8r. each	-	-	-	-	16	0	0
2 ditto @ 6r. each	-	-	-	-	12	0	0
40 Privates @ 5r. each	-	-	-	-	200	0	0
1 Bhistee	-	-	-	-	5	0	0
Sudder Ameen's Establishment.					249	0	0
Doobay Buldeo Pershad, Sudder Ameen	-	-	-	-	200	0	0
Establishment	-	-	-	-	80	0	0
Company's Rupees					280	0	0
							1,421 0 0
							2,110. 2 0
AJMERE SUPERINTENDENCY.							
Lieut. Colqnel C. G. Dixon, Superintendent, Civil, Salary	-	-	-	-	430	0	0
Deduct Moiety charged to Revenue Branch	-	-	-	-	215	0	0
					215	0	0
Captain F. F. C. Hayes, Assistant	-	-	-	-	600	0	0
Deduct Military Pay	-	-	-	-	121	12	0
					478	4	0
Deduct as above	-	-	-	-	239	2	0
					239	2	0
Lieut. B. P. Lloyd, Assistant	-	-	-	-	500	0	0
Deduct Military Pay	-	-	-	-	60	14	0
					439	2	0
Deduct as above	-	-	-	-	219	9	0
					219	9	0
OMLAH.							
Heerah Lall, Sheristadar	-	-	-	-	100	0	0
Dhunroop, Nazier	-	-	-	-	35	0	0
Cheerunjee Lall, Mohafiz Duftry	-	-	-	-	20	0	0
Ram Sahoy, Naib ditto	-	-	-	-	10	0	0
Eshriepershaund, Izhar Novees	-	-	-	-	20	0	0
Ram Lall, Hindec ditto	-	-	-	-	15	0	0
Goolab Roy, Duftry	-	-	-	-	10	0	0
1 Mutsuddee	-	-	-	-	8	0	0
1 Fotehdar	-	-	-	-	7	0	0
1 Jemadar	-	-	-	-	7	0	0
20 Burkundauzes @ 4r. each	-	-	-	-	80	0	0
1 Furraush	-	-	-	-	4	0	0
(Vacant) Vaccinator	-	-	-	-	8	0	0
					324	0	0

AJMERE SUPERINTENDENCY—continued.					Monthly Total.		
<i>Sudder Ameens Establishment.</i>							
	R.	A.	P.		R.	A.	P.
Majeedooddeen, Sudder Ameen and Mooftee -	300	0	0				
Personal Allowance -	50	0	0				
				350	0	0	
Dowlutram, 2d Sudder Ameen -				200	0	0	
Narain Dass, Pundit -				20	0	0	
					570	0	0
							894 0 0
Company's Rupees -							1,567 11 0
MAIRWARAH SUPERINTENDENCY.							
Lieut. Colonel C. G. Dixon, Superintendent -							770 0 0
<i>Office Establishment.</i>							
<i>English Office.</i>							
Ranjeevun Chuckerbutty, English Writer -					50	0	0
<i>OMLATH.</i>							
Ramkurum Dass, Persian Accountant -				30	0	0	
Nuthmul, Hindee Mooftee -				16	0	0	
2 Chobdars @ 8r. each -				16	0	0	
1 Chapprassie -				7	0	0	
2 Chapprassies @ 6r. each -				12	0	0	
2 Chapprassies 1 @ 5r. and 1 @ 4r. -				9	0	0	
					90	0	0
Sewuckram, Sherishtadar -				100	0	0	
Hookumchaud, Naib ditto -				30	0	0	
Junma Dass, Nazier -				30	0	0	
Motee Lall, Record Keeper -				20	0	0	
1 Duffery -				8	0	0	
6 Chapprassies @ 5r. each -				30	0	0	
					218	0	0
Superintendent's Office Rent -					100	0	0
							458 0 0
Company's Rupees -							1,228 0 0
JALOUN SUPERINTENDENCY.							
Captain W. C. Erskine, Superintendent.							
<i>Sudder Establishment.</i>							
<i>English Office.</i>							
J. W. Forester, Clerk -				40	0	0	
Radha Mohun, ditto -				40	0	0	
					80	0	0
<i>Persian Office.</i>							
Pundit Kishen Narain, Sherishtadar -				95	0	0	
Sheikh Hossein Ally, Moonshee -				30	0	0	
Sheikh Reazooden, Roobakar Novees -				25	0	0	
Sheikh Fyzodeen, Nazier -				25	0	0	
Sheikh Moorool Hossain, Mohalif Duffier -				25	0	0	
Bhowany Pershaud, Naib ditto -				15	0	0	
Shiam Soondur, Maskabar Novees -				15	0	0	
Nazim Hossain, Mohurer -				15	0	0	
Omed Ali, Rozenamcha Novees -				15	0	0	
1 Duffery -				7	0	0	
1 Classee -				5	0	0	
					272	0	0
<i>Dewanny Establishment.</i>							
<i>Sudder.</i>							
Birjonaath, Clerk -				50	0	0	
Pundit Kishen Narain, Sherishtadar -				30	0	0	
Sheik Hossein Ally, Moonshee -				15	0	0	
Sreekissein, Nazier -				25	0	0	
Reazooden, Roobakar Novees -				10	0	0	
1 Rozenamcha Novees -				5	0	0	

JALOUN SUPERINTENDENCY—continued.						Monthly Total		
Dewanny Establishment, Sudder—continued.						R.	A.	P.
Kurramutoolah, Mohurer	-	-	-	-	-	15	0	0
Sheopershaud, ditto	-	-	-	-	-	15	0	0
1. Duffery	-	-	-	-	-	8	0	0
<i>Principal Sudder Ameen's Establishment.</i>						173	0	0
Thomas Andrews, Principal Sudder Ameen	-	-	-	-	-	600	0	0
Meer Bundeh Allie, Sherishtadar	-	-	-	-	-	50	0	0
Laltapershaud, Naib ditto	-	-	-	-	-	30	0	0
Dolfut Raj, Roobakar Novees	-	-	-	-	-	25	0	0
Goopershaud, Izhar Novees	-	-	-	-	-	20	0	0
Luchmunpershaud, 1st Mohurer	-	-	-	-	-	20	0	0
Rushuklall, 2d ditto	-	-	-	-	-	15	0	0
Hismooddeen, 3d ditto	-	-	-	-	-	12	0	0
Gunesh Singh, Nazier	-	-	-	-	-	20	0	0
Bood Singh, Hindec Novees	-	-	-	-	-	10	0	0
Kishea Rao, Mahratta Novees	-	-	-	-	-	10	0	0
1 Duffery	-	-	-	-	-	6	0	0
5 Chupprassies @ 4R. 11A. each	-	-	-	-	-	23	7	0
Stationery	-	-	-	-	-	33	9	0
						875	0	0
								1,400 0 0
Company's Rupees						-	-	1,400 0 0
DEYRAH DOON SUPERINTENDENCY.								
A. Ross, Superintendent	-	-	-	-	-	1,000	0	0
Deduct Moiety charged to Revenue Branch	-	-	-	-	-	500	0	0
						500	0	0
<i>English Office.</i>								500 0 0
J. Powell, junior, Head Clerk	-	-	-	-	-	150	0	0
J. J. Rennell, 2d ditto	-	-	-	-	-	80	0	0
Ramkoomur Chowdry, 3d ditto	-	-	-	-	-	40	0	0
Radhanauth Chowdry, 4th ditto	-	-	-	-	-	40	0	0
Madar Bux, 5th ditto	-	-	-	-	-	20	0	0
1 Duffery	-	-	-	-	-	8	0	0
						338	0	0
OMLAH.								
Lalla Nund Kissare, Sherishtadar	-	-	-	-	-	60	0	0
Hurbun Sahoy, Naib ditto	-	-	-	-	-	25	0	0
Kedarnarain, Wassil Bakee Novees	-	-	-	-	-	20	0	0
Mahumed Hamid, Nazier	-	-	-	-	-	15	0	0
Moolbrauj, Record Keeper	-	-	-	-	-	15	0	0
Dabee Sahoy, Mohurer	-	-	-	-	-	10	0	0
Gungapershaud, Juma Khurch Novees	-	-	-	-	-	15	0	0
1 Duffery	-	-	-	-	-	6	0	0
1 Jemadar	-	-	-	-	-	6	0	0
8 Chupprassies @ 4R. each	-	-	-	-	-	32	0	0
						204	0	0
<i>Principal Sudder Ameen's and Moonsiff's Establishment.</i>								
Hafiz Hubbeeboollah, Sherishtadar	-	-	-	-	-	40	0	0
Hursurn Doss, Naib ditto	-	-	-	-	-	20	0	0
Mahumed Sabber, Mohurer	-	-	-	-	-	15	0	0
Mohumed Hossain, ditto	-	-	-	-	-	15	0	0
5 Peons @ 4R. each	-	-	-	-	-	20	0	0
						110	0	0
<i>Treasury Office.</i>								
Mahur Sing, Treasurer	-	-	-	-	-	50	0	0
Saligram, Assistant	-	-	-	-	-	10	0	0
						60	0	0
						374	0	0
								712 0 0
Company's Rupees						-	-	1,212 0 0

KUMAON COMMISSIONERSHIP.							Monthly Total.											
<i>Sudder Ameens Establishment.</i>				R.	A.	P.	R.	A.	P.	R.	A.	P.						
Umha Dutt, Sudder Ameen of Gurwal, Salary and Establishment	-	-	-	140	0	0	280	0	0									
Trelo Churn Joshee, ditto of Kumaon, ditto and ditto	-	-	-	140	0	0												
<i>Moonsiffs Establishment.</i>																		
Kishnamud Joshee, Moonsiff of Kumaon, and Establishment	-	-	-	70	0	0	140	0	0									
Sewanund Khundooree, ditto of Gurwal, ditto	-	-	-	70	0	0												
<i>Guard for Office at Gurwal.</i>																		
1 Duffadar	-	-	-	5	0	0	21	0	0									
4 Burkundauzes @ 4R. each	-	-	-	16	0	0												
Company's Rupees				-	-	-				441	0	0						
										441	0	0						
<hr/>																		
JAWUD NEENRUCH SUPERINTENDENCY.																		
Captain A. McKintosh, Superintendent	-	-	-	1,000	0	0	874	4	0									
Deduct Military Pay	-	-	-	121	12	0												
										874	4	0						
Lieut.-Col. G. St. P. Lawrence, Officiating ditto, ditto.	-	-	-	-	-	-				300	0	0						
Behadoor Ally Khan, Native Assistant	-	-	-	-	-	-												
<i>English Office.</i>																		
Nowrajie, Head Writer	-	-	-	100	0	0	177	0	0									
Muncher Shaw, Assistant ditto	-	-	-	40	0	0												
Kacn Khan, Duffery	-	-	-	12	0	0												
1 Furraush	-	-	-	5	0	0												
Stationery	-	-	-	20	0	0												
<i>OMLAH.</i>																		
Ghalaum Maheroodeen, Sherishtadar	-	-	-	100	0	0	398	0	0									
Tukee Ally Khan, Naib ditto	-	-	-	40	0	0												
Gunneshy Loll, Nazier	-	-	-	25	0	0												
Ram Gopaul, Record Keeper	-	-	-	30	0	0												
Narain Bux, Naib ditto	-	-	-	15	0	0												
Kisson Rao, Hindce Novees	-	-	-	20	0	0												
1 Ditto	-	-	-	7	0	0												
Sunkur Loll, Mohurer	-	-	-	17	0	0												
Ungut Rao, Mohurer	-	-	-	17	0	0												
Bahadoor Ally, ditto	-	-	-	17	0	0												
Nyn Sookh, Native Doctor	-	-	-	20	0	0												
Hur Sookh, Jemadar	-	-	-	10	0	0												
2 Khallassies @ 5R. each	-	-	-	10	0	0												
10 Chupprassies @ 5R. each	-	-	-	50	0	0												
Stationery	-	-	-	20	0	0												
Shumbhoonauth, Moonshee	-	-	-	60	0	0							236	0	0			
Sreekison, Izhar Novees	-	-	-	25	0	0												
Prannauth, Juma Khurch Novees	-	-	-	20	0	0												
Moozuffer Ally, Naib Naziere	-	-	-	15	0	0												
Shahun Ally, Mahafiz Duffer	-	-	-	20	0	0												
Jeyram Bassoo, Hindce Novees	-	-	-	15	0	0												
Lall Chund, Gomashtah	-	-	-	15	0	0												
(Vacant) 1 Duffery	-	-	-	7	0	0												
1 Furraush	-	-	-	4	0	0												
8 Chupprassies @ 5R. each	-	-	-	40	0	0												
Stationery	-	-	-	15	0	0												
<i>Treasury.</i>																		
Ramsurroop Gopaul Shaw, Treasurer	-	-	-	50	0	0	115	0	0									
Sookdeo, Mohurer	-	-	-	20	0	0												
Sew Sing Roy, Juma Khurch Novees	-	-	-	30	0	0												
Muthrapershaud, Potehdar	-	-	-	15	0	0												
Company's Rupees				-	-	-				1,226	0	0						
										2,100	4	0						

JUDICIAL ESTABLISHMENTS, MADRAS.

SUPREME COURT OF JUDICATURE.					R.	A.	P.	Monthly Total.		
					R.	A.	P.	R.	A.	P.
The Honourable Sir C. Rawlinson, Knight, Chief Justice					5,000	0	0			
The Honourable Sir W. W. Burton, Knight, Puisne Judge					4,166	10	8			
ESTABLISHMENT.								9,166	10	8
C. M. Teed, Master in Equity					525	0	0			
J. B. Norton, Clerk of the Crown					525	0	0			
Frederick Orme, Deputy ditto					175	0	0			
Frederick Orme, Examiner					175	0	0			
B. Brooks, Clerk of the Chief Justice					210	0	0			
C. R. Burton, Ditto to the Puisne Judge					210	0	0			
C. V. Runganadum Shastri, Interpreter to the Judges					140	0	0			
C. V. Runganadum Shastri, Malabar and Geentoo Interpreter on the Criminal Side of the Court					52	8	0			
C. V. Runganadum Shastri, ditto on the Civil Side of the Court					52	8	0			
M. Soobbaroyloo Naick, Deputy Interpreter in Malabar and Gentoo					105	0	0			
Syed Ghoolam Dustageer, Persian and Hindoostanee Interpreter					140	0	0			
T. Morris, Canarese Interpreter					52	8	0			
C. Gandoin, French ditto					17	8	0			
B. C. Regel, Dutch ditto					17	8	0			
A. Cosmo, Portuguese ditto					28	0	0			
A. Luxa, Malayalam and Mopilla ditto					105	0	0			
S. Narcis, Armenian ditto					105	0	0			
Veerabadram, Head Writer in Crown Office					105	0	0			
J. Peillow, Writer in ditto					70	0	0			
Veerasawmy, ditto					28	0	0			
Aroonagherry, ditto					17	8	0			
Soonagherry, ditto					10	8	0			
2 Peons for the Native Jurors at 7r. each					14	0	0			
J. Genman, Tipstaff and Cryer at the Sessions of Oyer and Terminer					54	7	1			
G. V. D'Roza, ditto					54	7	1			
J. B. Burden, ditto					54	7	1			
J. Genman, Court Keeper					17	8	0			
1 Jailor of Criminal Jail for attending the Sessions of Oyer and Terminer					2	14	0			
1 Swearing Bramin to the Civil and Crown Sides of the Court					10	8	0			
1 Moollah to administer Oath to Mahomedans					10	8	0			
10 Choddars for the Judges at 2½ Pagodas each					87	8	0			
4 Gollahs or Watching Peons @ 2½ Pagodas each					35	0	0			
4 Peons to the Registrar's Office, at 2 Pagodas each					28	0	0			
4 Watching Police Peons, ditto at ditto					28	0	0			
6 Court Servants doing Lascar's Duty @ 6r. 5A. 4r. each					38	0	0			
4 Peons to the Judges, at 2 Pagodas each					28	0	0			
2 Court Peons, ditto					14	0	0			
2 Peons for the Office of Clerk of the Crown					14	0	0			
2 Sweepers @ 1 Pagoda each					7	0	0			
1 Scavenger for Court House					1	11	4			
1 Duffadar and 6 Peons, at Chief Justice's Residence					52	8	0			
4 Peons at Puisne Judges ditto					28	0	0			
2 ditto for Advocate General					14	0	0			
								3,460	14	7
Insolvent Debtors Court.								12,627 9 3		
T. S. Smyth, Chief Clerk								218	4	0
Common Assignee's Office.										
ESTABLISHMENT.										
G. Sobaroyloo, Head Writer					42	0	0			
G. Ramaswamiah, Second ditto					21	0	0			
P. Vydenandom, Copyist					12	0	0			
1 Bill Collector					8	12	0			
1 Peon					7	0	0			
1 ditto					5	0	0			
1 Waterwoman					1	8	0			
1 Toty					1	0	0			
Stationery, &c.					11	12	0			
								110	0	0
								328 4 0		

SUPREME COURT OF JUDICATURE—continued.					Monthly Total		
<i>Honourable Company's Law Officers.</i>					R.	A.	P.
G. Norton, Advocate General	-	-	-	-	2,187	8	0
Establishment	-	-	-	-	115	0	0
C. Dale, Honourable Company's Solicitor	-	-	-	-	2,302	8	0
					1,175	0	0
<i>Accountant General, Supreme Court.</i>							
Sir T. V. Stonhouse, Bart., Accountant General (no Allowance).							
ESTABLISHMENT.							
P. Appasawmy Moodelly, Accountant	-	-	-	-	105	0	0
E. Texeira, ditto	-	-	-	-	75	0	0
P. Teagaroy, ditto	-	-	-	-	48	0	0
H. Pereira, ditto	-	-	-	-	40	0	0
J. Shute, Accountant	-	-	-	-	35	0	0
Soobaroy, Record Keeper	-	-	-	-	35	0	0
Ragavooloo, Copyist	-	-	-	-	30	0	0
R. Stephens, ditto	-	-	-	-	28	0	0
Cheugleroy, Moochee	-	-	-	-	10	8	0
1 Peon	-	-	-	-	7	0	0
<i>Sheriff's Office.</i>							
L. Cooper, High Sheriff	-	-	-	-	350	0	0
Ditto for the Execution of Mofussil Process	-	-	-	-	200	0	0
Fees	-	-	-	-	238	11	6
D. Shaw, Deputy Sheriff	-	-	-	-	210	0	0
Palankeen Allowance	-	-	-	-	30	0	0
ESTABLISHMENT.							
T. Sambaseva Pillay, Record Keeper	-	-	-	-	105	0	0
S. Venkates Awmy Naidoo, Deputy ditto	-	-	-	-	35	0	0
T. Veerasawmy Pillay, Head Writer	-	-	-	-	24	8	0
C. Kasaviah, Assistant ditto	-	-	-	-	17	8	0
J. Brock, European Bailiff	-	-	-	-	33	4	0
T. Berryman, ditto	-	-	-	-	33	4	0
Wm. Gurney, ditto	-	-	-	-	33	4	0
Jas. Daniels, ditto	-	-	-	-	33	4	0
4 Native Bailiffs (at 5r. each)	-	-	-	-	20	0	0
7 Peons, (at 7r. each)	-	-	-	-	49	0	0
H. Gibbs, Keeper of Her Majesty's Jail	-	-	-	-	150	0	0
R. Morgan, Deputy ditto	-	-	-	-	87	8	0
1 Waterman	-	-	-	-	2	5	4
4 Sweepers (at 24 Fanams each)	-	-	-	-	7	7	6
4 Todies (at 46 ditto)	-	-	-	-	12	7	2
1 Sweeper for Office	-	-	-	-	1	0	0
<i>General Police Office.</i>							
E. F. Elliot, Chief Magistrate and Superintendent of Police	-	-	-	-	1,500	0	0
Captain H. Colbeck, Police Magistrate	-	-	-	-	878	4	0
Captain W. J. Wilson, ditto	-	-	-	-	878	4	0
T. G. Clarke, Magistrate and Deputy Superintendent of Police	-	-	-	-	500	0	0
P. Mariasosay Moodelly, Deputy Superintendent of Police	-	-	-	-	500	0	0
ESTABLISHMENT.							
G. J. Lafond, Justice of the Peace	-	-	-	-	175	0	0
J. Menca J. Manager	-	-	-	-	85	0	0
C. Ramanooja Charloo, Head Interpreter	-	-	-	-	150	0	0
Mahomed Esoof, Deputy ditto	-	-	-	-	100	0	0
T. Ramachendra Row, Assistant ditto	-	-	-	-	68	0	0
J. S. Anundarayya Moodeliar, Cash Keeper	-	-	-	-	50	0	0
M. Veerasawmy Jyah, Record Keeper	-	-	-	-	50	0	0
M. Venkatachella Moodelly, Writer	-	-	-	-	30	0	0
P. Saravana Moodelly, ditto	-	-	-	-	30	0	0
N. Sashacella Chetty, ditto	-	-	-	-	24	0	0
J. C. Doggett, ditto	-	-	-	-	21	0	0
P. Ponunna Moodelly, ditto	-	-	-	-	21	0	0
M. Ragavooloo Naick, ditto	-	-	-	-	17	8	0
C. Sawmynada Pillay, ditto	-	-	-	-	17	8	0
Jyasawmy Pillay, ditto	-	-	-	-	15	0	0

SUPREME COURT OF JUDICATURE—continued.					Monthly Total.		
General Police Office, Establishment—continued.					R.	A.	P.
K. Sawmynada, Moodelly, Writer	-	-	-	-	14	0	0
Almud Khan, Moonshee	-	-	-	-	22	0	0
T. Mooneappah Chetty, General Police Office Shroff	-	-	-	-	12	0	0
C. Mooneappa Chetty, Town ditto	-	-	-	-	12	0	0
Nadamooony, General Police Office Moonshee	-	-	-	-	14	0	0
Appasawmy Pillay, ditto	-	-	-	-	10	8	0
Rungiah, General Police Office Conicopillay	-	-	-	-	10	8	0
Chourymoothoo Moodelly, Town ditto	-	-	-	-	10	8	0
1 Tom-tom Man	-	-	-	-	5	4	0
1 Massajee	-	-	-	-	6	2	0
1 Waterman of the General Police Office Jail	-	-	-	-	6	2	0
1 Water Pandaul Bramin	-	-	-	-	7	0	0
1 General Police Office Sweeper	-	-	-	-	3	8	0
1 Town ditto	-	-	-	-	3	8	0
1 General Police Office Jail Scavenger	-	-	-	-	3	8	0
Secret Service Money	-	-	-	-	175	0	0
R. Cole, Surgeon	-	-	-	-	30	0	0
Narrainasawmy Naick, 2d Dresser	-	-	-	-	24	8	0
1 Waterman	-	-	-	-	3	8	0
1 Toty	-	-	-	-	7	0	0
					1,234	8	0
<i>Court of Small Causes.</i>							
E. F. Elliot, 1st Judge	-	-	-	-	1,500	0	0
J. Y. Fullerton, 2d ditto	-	-	-	-	1,000	0	0
W. H. Rose, 3d ditto	-	-	-	-	1,000	0	0
G. E. Cower, Clerk	-	-	-	-	650	0	0
C. Streenevassiah, Assistant Clerk	-	-	-	-	350	0	0
					4,500	0	0
ESTABLISHMENT.							
Poorooshotta Moodelly, Head Interpreter	-	-	-	-	175	0	0
Syed Goolam Ally, Persian ditto	-	-	-	-	70	0	0
W. Sashachellom Moodelly, 1st Judge's Clerk	-	-	-	-	70	0	0
P. Thenathialoo Naidoo, 2d ditto	-	-	-	-	70	0	0
S. Abineroyen Moodelly, 3d ditto	-	-	-	-	70	0	0
P. Rungiah Naidoo, Translator	-	-	-	-	35	0	0
K. Nandamoony Naidoo, Assistant to Judge's Clerk	-	-	-	-	20	0	0
P. Runganada Moodelly, ditto	-	-	-	-	20	0	0
K. Vadachella Moodelly, Record Keeper and Summons Writer	-	-	-	-	120	0	0
M. Rutnasabaputty Moodelly, Accountant	-	-	-	-	50	0	0
C. Davaranjah, Deputy Record Keeper	-	-	-	-	45	0	0
V. Rungacharry, Record Writer	-	-	-	-	35	0	0
S. Ruzier, Correspondence and Mofussil Deposition Writer	-	-	-	-	30	0	0
M. Kistnasawmy Pillay, Computist	-	-	-	-	25	0	0
T. Gundasawmy, Moodelly, Assistant Writer to Cashier	-	-	-	-	20	0	0
P. Caulastry Naidoo, Assistant Warrant Writer	-	-	-	-	20	0	0
P. Panyandy Moodelly, Writer	-	-	-	-	18	0	0
P. Ramasawmy Naidoo, Summons Writer	-	-	-	-	18	0	0
P. Parthasarady Pillay, Assistant Accountant	-	-	-	-	17	0	0
S. Eteeranjooloo Naidoo, Warrant Writer	-	-	-	-	17	0	0
C. Kistnasawmy Naidoo, Summons ditto	-	-	-	-	16	0	0
C. Venkataroyaloo Naidoo, Scaler	-	-	-	-	16	0	0
S. Ramachendra Naidoo, 2d Class Writer	-	-	-	-	15	0	0
D. Lutelmiah Naidoo, ditto	-	-	-	-	15	0	0
P. Jyaloo Naidoo, ditto	-	-	-	-	14	0	0
M. Kistnama Charry, ditto	-	-	-	-	14	0	0
N. Moonesawmy Moodelly, ditto	-	-	-	-	14	0	0
C. M. Coorasooloo Naidoo, ditto	-	-	-	-	14	0	0
A. J. Palman, ditto	-	-	-	-	14	0	0
T. Aroonachella Moodelly, ditto	-	-	-	-	14	0	0
C. Rangava Chitty, Shroff	-	-	-	-	20	0	0
P. Puttanbee Chitty, Assistant Shroff	-	-	-	-	15	0	0
A. Parthasarady, Goolah	-	-	-	-	12	0	0
Chinasawmy, Moonshee	-	-	-	-	12	0	0
3 Tenders @ 7R. each	-	-	-	-	21	0	0
J. Spencer, Bailiff	-	-	-	-	100	0	0
W. Blanche, ditto	-	-	-	-	100	0	0
H. Allen, ditto	-	-	-	-	100	0	0
J. Sanderson, Court Keeper	-	-	-	-	40	0	0
Rownojee, Bailiff	-	-	-	-	17	8	0
P. Rungiah, ditto	-	-	-	-	17	8	0
Cooppiah, ditto	-	-	-	-	17	8	0
Syedansur, ditto	-	-	-	-	17	8	0

SUPREME COURT OF JUDICATURE— <i>continued.</i>						Monthly Total.		
Court of Small Causes, Establishment— <i>continued.</i>						R.	A.	P.
M. Rungiah, Bailiff	-	-	-	-	-	17	8	0
Govind Singh, ditto	-	-	-	-	-	17	8	0
P. Ramanjam, ditto	-	-	-	-	-	17	8	0
C. Vincatachellom, ditto	-	-	-	-	-	12	4	0
Narrainsawmy, ditto	-	-	-	-	-	12	4	0
4 Bailiffs @ 9r. each	-	-	-	-	-	36	0	0
1 Watching Peon	-	-	-	-	-	8	0	0
4 Peons @ 7r. each	-	-	-	-	-	28	0	0
1 Water Woman	-	-	-	-	-	3	8	0
1 Toty	-	-	-	-	-	3	8	0
						1,737	0	0
<i>Court of Sudder and Fongdarry Adawlut.</i>						6,237 0 0		
Honourable J. F. Thomas, Chief Judge (no Allowance).	-	-	-	-	-			
G. S. Hooper, 1st Puisne Judge	-	-	-	-	-	4,083	5	4
W. A. Morehead, 2d ditto	-	-	-	-	-	4,083	5	4
T. L. Strange, 3d ditto	-	-	-	-	-	4,083	5	4
G. T. Beauchamp, Register	-	-	-	-	-	2,187	8	0
F. Lushington, Senior Deputy Register	-	-	-	-	-	1,300	0	0
A. J. Arbuthnot, Head Assistant to ditto	-	-	-	-	-	700	0	0
						16,437	8	0
ESTABLISHMENT.								
Moulavee Syed Mahomed Maroof, Cazeool Coozat and Moonshee	-	-	-	-	-	400	0	0
G. Appana Sastry, Pundit	-	-	-	-	-	280	0	0
C. Gopala Sastry, ditto	-	-	-	-	-	280	0	0
T. Wilkins, Manager	-	-	-	-	-	210	0	0
P. Soobharayaloo Naidoo, Sheristadar	-	-	-	-	-	120	0	0
G. Barwell, English Record Keeper	-	-	-	-	-	105	0	0
C. Ramakristniah, Native ditto	-	-	-	-	-	50	0	0
B. Wilkins, Examiner	-	-	-	-	-	140	0	0
T. Ballard, ditto	-	-	-	-	-	120	0	0
J. White, 1st Class Clerk	-	-	-	-	-	80	0	0
T. Scott, 2d ditto	-	-	-	-	-	50	0	0
G. Thunboo Chitty, 2d ditto	-	-	-	-	-	50	0	0
T. C. Banpaniah, 2d ditto	-	-	-	-	-	46	0	0
M. Anmasawmy, 3d ditto	-	-	-	-	-	35	0	0
B. J. Lushay, 3d ditto	-	-	-	-	-	35	0	0
T. Soaris, 3d ditto	-	-	-	-	-	35	0	0
E. A. Aubert, 3d ditto	-	-	-	-	-	35	0	0
E. Fudlaven, 3d ditto	-	-	-	-	-	35	0	0
C. Appavoo, 4th ditto	-	-	-	-	-	31	8	0
W. P. Higgins, 4th ditto	-	-	-	-	-	31	8	0
C. Kristnamah, 4th ditto	-	-	-	-	-	31	8	0
A. Pereira, 4th ditto	-	-	-	-	-	28	0	0
C. Venkatanaraniah, 1st Class Copyist	-	-	-	-	-	28	0	0
P. Ragavooloo 1st ditto	-	-	-	-	-	28	0	0
R. Veerasawmy 1st ditto	-	-	-	-	-	24	8	0
C. Vejiaragavum, 2d ditto	-	-	-	-	-	24	8	0
F. Digne, 2d ditto	-	-	-	-	-	24	8	0
V. Venkatakristnah, 2d ditto	-	-	-	-	-	24	8	0
G. Venkatasawmy, 2d ditto	-	-	-	-	-	21	0	0
S. Venkatroyaloo, 3d ditto	-	-	-	-	-	21	0	0
M. Soobharoy, 3d ditto	-	-	-	-	-	21	0	0
C. Wilkins, 3d ditto	-	-	-	-	-	21	0	0
C. Veerapah, 3d ditto	-	-	-	-	-	21	0	0
D. A. Gomes, 3d ditto	-	-	-	-	-	21	0	0
P. Andemoolam, 3d ditto	-	-	-	-	-	21	0	0
J. Saveriaden, 4th ditto	-	-	-	-	-	17	8	0
G. F. L. rance, 4th ditto	-	-	-	-	-	17	8	0
C. Cooposawmy, 4th ditto	-	-	-	-	-	17	8	0
C. Daily, 4th ditto	-	-	-	-	-	17	8	0
D. Kristniah, 4th ditto	-	-	-	-	-	17	8	0
Kistnamenon, 4th ditto	-	-	-	-	-	17	8	0
P. Alagapah, 1st Class Gomastah	-	-	-	-	-	28	0	0
Goolam Hyder, 1st ditto	-	-	-	-	-	28	0	0
C. Soobbarow, 2d ditto	-	-	-	-	-	20	0	0
C. Yacambarum, 2d ditto	-	-	-	-	-	20	0	0
C. Yeterajooloo 3d ditto	-	-	-	-	-	14	0	0
Hajee Mayah, 3d ditto	-	-	-	-	-	14	0	0
Parthasaraddee, 4th ditto	-	-	-	-	-	12	0	0
P. Ponnaubalum, 4th ditto	-	-	-	-	-	12	0	0
Mungapata, Moonshee	-	-	-	-	-	17	8	0
A. Casavooloo, ditto	-	-	-	-	-	10	8	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Court of Sudder and Foujdarry Adawlut—continued.						R.	A.	P.
2 Moonshes @ 7r. each	-	-	-	-	-	14	0	0
S. Ramasawmy, Shroff	-	-	-	-	-	17	8	0
T. Narasingarow, Head Translator	-	-	-	-	-	210	0	0
T. Naraynasawmy Moodely, 1st Class ditto	-	-	-	-	-	140	0	0
G. Edwards, 1st ditto	-	-	-	-	-	140	0	0
T. Morris, 1st ditto	-	-	-	-	-	120	0	0
M. George, 1st ditto	-	-	-	-	-	120	0	0
T. Kristumma Charry, 2d ditto	-	-	-	-	-	110	0	0
S. Viswanada Moodely, 2d ditto	-	-	-	-	-	100	0	0
C. Lutchniah Naidoo, 2d ditto	-	-	-	-	-	100	0	0
C. Soobhaya Moodely, 3d ditto	-	-	-	-	-	80	0	0
T. Sudagopa Charry, 3d ditto	-	-	-	-	-	80	0	0
P. Canacoroya Moodely 3d ditto	-	-	-	-	-	70	0	0
S. Aroonagery Moodely, 3d ditto	-	-	-	-	-	70	0	0
P. Ramaujooloo Naidoo, 3d ditto	-	-	-	-	-	70	0	0
Soobachund, 3d ditto	-	-	-	-	-	70	0	0
Goolam Mootoozah, Government Vakeel	-	-	-	-	-	35	0	0
Ramasawmy, Jemadar	-	-	-	-	-	17	8	0
Shaik Meerah, Duffadar	-	-	-	-	-	10	8	0
28 Peons @ 7r. each	-	-	-	-	-	196	0	0
3 ditto @ 6r. each	-	-	-	-	-	18	0	0
1 Peon	-	-	-	-	-	2	0	0
2 Sweepers and 1 Toty	-	-	-	-	-	8	12	5
<i>Civil and Sessions Court of Combaconum.</i>						4,609	12	5
S. Scott, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
Mahomed Uttoolla Saib, Mahomedan Sudder Ameen	-	-	-	-	-	200	0	0
Pitchoovien, Head Gomastah	-	-	-	-	-	17	0	0
1 Gomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	3	8	0
1 Peon	-	-	-	-	-	3	8	0
Alagapillay, Sudder Ameen	-	-	-	-	-	200	0	0
Venetrumania, Head Gomastah	-	-	-	-	-	14	0	0
1 Gomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	6	0	0
1 Peon	-	-	-	-	-	3	8	0
Tragopillay, Additional Sudder Ameen	-	-	-	-	-	200	0	0
Venkataseebiah, Head Gomastah	-	-	-	-	-	14	0	0
Kistnah, Gomastah	-	-	-	-	-	10	0	0
2 Gomastahs @ 8r. each	-	-	-	-	-	16	0	0
1 Gomastah	-	-	-	-	-	5	0	0
Jyabviah, Serishtadar	-	-	-	-	-	100	0	0
Kistnarow, Nazir	-	-	-	-	-	45	0	0
Vetaliah, Civil Record Keeper	-	-	-	-	-	35	0	0
Soobramiah, Criminal ditto	-	-	-	-	-	30	0	0
Sakatrampillay, Head Writer	-	-	-	-	-	70	0	0
Pudmanaba Moodely, English ditto	-	-	-	-	-	35	0	0
Chinnasammiah, ditto	-	-	-	-	-	24	8	0
Koorobadumpillay, ditto	-	-	-	-	-	21	0	0
Venecatarow, ditto	-	-	-	-	-	17	8	0
Soondrapien, Javabnovecs	-	-	-	-	-	28	0	0
Apparow, Gomastah	-	-	-	-	-	24	8	0
Venecatarow, ditto	-	-	-	-	-	21	0	0
Soondrapien, ditto	-	-	-	-	-	17	8	0
Ragoonadarow, ditto	-	-	-	-	-	17	8	0
Jagunnadapillay, ditto	-	-	-	-	-	16	0	0
Soondrapien, ditto	-	-	-	-	-	10	8	0
Anoomuntarow, ditto	-	-	-	-	-	10	0	0
Solbien, Government Vakeel	-	-	-	-	-	21	0	0
Balagooroomoorty Chetty, Shroff	-	-	-	-	-	10	0	0
1 Moonshes	-	-	-	-	-	7	0	0
1 Ructawan	-	-	-	-	-	3	8	0
1 Mussajee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
Naroyanarajoo, Duffadar	-	-	-	-	-	10	0	0
4 Deloyets @ 7r. each	-	-	-	-	-	28	0	0
10 Peons @ 5½r. each	-	-	-	-	-	52	8	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Combaconum, Establishment—continued.						R.	A.	P.
Rama Row, Foudarce Translator	-	-	-	-	-	50	0	0
Renoya Row, 1st Class Moonsiff of Combaconum	-	-	-	-	-	140	0	0
Teagarajien, Head Gomastah	-	-	-	-	-	13	0	0
1 Gomastah	-	-	-	-	-	9	0	0
3 ditto @ 7r. each	-	-	-	-	-	21	0	0
1 ditto	-	-	-	-	-	6	8	0
2 ditto @ 6r. each	-	-	-	-	-	12	0	0
1 Sweeper	-	-	-	-	-	2	8	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
Saderward	-	-	-	-	-	14	0	0
Nagalinga Moodely, 2d Class Moonsiff of Paupanassem	-	-	-	-	-	115	0	0
Soobbien, Head Gomastah	-	-	-	-	-	13	0	0
1 Gomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	8	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	5	0	0
1 Mussaljee	-	-	-	-	-	1	12	0
1 Sweeper	-	-	-	-	-	0	12	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
Saderward	-	-	-	-	-	9	0	0
Renga Row, 2d Class Moonsiff of Myaveram	-	-	-	-	-	115	0	0
Seenuppa Pundit, Head Gomastah	-	-	-	-	-	13	0	0
1 Gomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	8	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	5	0	0
1 Mussaljee	-	-	-	-	-	2	8	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
Saderward	-	-	-	-	-	9	0	0
Kistnarow, 2d Class Moonsiff of Kevalore	-	-	-	-	-	115	0	0
Annahvien, Head Gomastah	-	-	-	-	-	13	0	0
1 Gomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	8	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	5	0	0
1 Mussaljee	-	-	-	-	-	2	8	0
1 Sweeper	-	-	-	-	-	0	8	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
Saderward	-	-	-	-	-	9	0	0
Adesampillay, 3d Class Moonsiff of Munnargoody	-	-	-	-	-	100	0	0
Gommien, Head Gomastah	-	-	-	-	-	13	0	0
1 Gomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	8	0
2 ditto @ 6½r. each	-	-	-	-	-	13	0	0
1 Mussaljee	-	-	-	-	-	2	8	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
Saderward	-	-	-	-	-	9	0	0
Venjatramiengar, 3d Class Moonsiff of Puttoocottah	-	-	-	-	-	100	0	0
Samy Jyen, Head Gomastah	-	-	-	-	-	13	0	0
1 Gomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	8	0
2 ditto @ 6½r. each	-	-	-	-	-	13	0	0
1 Mussaljee	-	-	-	-	-	2	8	0
2 Peon @ 3½r. each	-	-	-	-	-	7	0	0
Saderward	-	-	-	-	-	9	0	0
Soobroya Pillay, Principal Sudder Ameen of Tranquebar	-	-	-	-	-	60	0	0
Sabapady Pillay, Head Gomastah	-	-	-	-	-	10	0	0
2 Gomastahs @ 7r. each	-	-	-	-	-	14	0	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
Saderward	-	-	-	-	-	3	0	0
<i>Civil and Sessions Court of Chingleput.</i>						2,641	8	0
W. A. D. Inglis, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
Syed Ally Buksh, Mootee or Mahomedan Lawyer	-	-	-	-	-	200	0	0
T. Vakoolaburna Pillay, Sheristadar	-	-	-	-	-	100	0	0
							4,974	13 4

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Chingleput, Establishment—continued.						R.	A.	P.
N. Venecatarow, Nazir	-	-	-	-	-	45	0	0
Vydenada Jyer, Civil Record Keeper	-	-	-	-	-	35	0	0
Streenevassa Row, Criminal Record Keeper	-	-	-	-	-	30	0	0
I. Jagunnada Naik, Head Writer	-	-	-	-	-	70	0	0
S. Narasimmoooloo Naik, Foujdaree Translator	-	-	-	-	-	50	0	0
J. G. De Monte, English Writer	-	-	-	-	-	35	0	0
W. Ranganacharry, ditto	-	-	-	-	-	21	0	0
E. Venecatarow, ditto	-	-	-	-	-	17	8	0
P. Ramasawmy Naik, ditto	-	-	-	-	-	14	0	0
Y. Kistnasawmy Jyer, Javabnevoos	-	-	-	-	-	28	0	0
Vencajiengar, Gomastah	-	-	-	-	-	21	0	0
Syed Ahmed Jololl, ditto	-	-	-	-	-	15	0	0
Mahomed Esmaul, ditto	-	-	-	-	-	12	0	0
Narraina Jyengar, ditto	-	-	-	-	-	10	8	0
V. Varadapunthooloo, ditto	-	-	-	-	-	10	0	0
Mungoo Rungarow, Government Vakeel	-	-	-	-	-	21	0	0
Appasawmy Chetty, Shroff	-	-	-	-	-	10	0	0
1 Moonshee	-	-	-	-	-	7	0	0
1 Ructawan	-	-	-	-	-	3	8	0
1 Mussaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
4 Deloyets @ 7r. each	-	-	-	-	-	28	0	0
Abdool Rahman, Duffadar of Court Peons	-	-	-	-	-	10	0	0
10 Court Peons @ 5¼r. each	-	-	-	-	-	52	8	0
Vadamalay Pillay, Gomastah under Sudder Ameen Moofly	-	-	-	-	-	14	0	0
Syed Banker Hossein, ditto	-	-	-	-	-	12	0	0
Vencataramier, ditto	-	-	-	-	-	11	0	0
1 ditto	-	-	-	-	-	8	0	0
P. Leo, Jailer and Superintendent of Manufactories	-	-	-	-	-	42	0	0
Nangojee Row, Jemadar	-	-	-	-	-	8	2	8
15 Jail Peons @ 5¼r. each	-	-	-	-	-	78	12	0
Streenevassa Row, 2d Class Moonsiff of Conjaverum and Chingleput	-	-	-	-	-	115	0	0
Vencatarow, Gomastah	-	-	-	-	-	12	0	0
Chedumbara Pillay, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	8	0
3 Gomastahs @ 7r. each	-	-	-	-	-	21	0	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
1 Jaudmalley	-	-	-	-	-	0	8	0
1 Saderward	-	-	-	-	-	10	0	0
Narramsawmy Naik, 2d Class Moonsiff of Tripasoor	-	-	-	-	-	115	0	0
Vengodotharajay Pillay, Gomastah	-	-	-	-	-	12	0	0
Ranganacharry, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	8	0
3 ditto, @ 7r. each	-	-	-	-	-	21	0	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
1 Jaudmalley	-	-	-	-	-	0	8	0
Saderward	-	-	-	-	-	10	0	0
T. Puttaberam Pillay, 3d Class Moonsiff of Carangooly	-	-	-	-	-	100	0	0
Yacambara Goorookul, Gomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
3 ditto @ 6r. each	-	-	-	-	-	18	0	0
2 ditto @ 3½r. each	-	-	-	-	-	7	0	0
Saderward	-	-	-	-	-	10	0	0
<i>Civil and Sessions Court of Cuddapah.</i>						1,577	6	8
W. Elliot, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.						3,890 12 0		
Monlavce Mahomed Abdool Azooz Saib, Sudder Ameen	-	-	-	-	-	200	0	0
D. Soobbannah, Head Gomastah	-	-	-	-	-	14	0	0
Rustumjee, Gomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
Syed Mahomed Saib, Sudder Ameen	-	-	-	-	-	200	0	0
P. Vencatasoobbiah, Head Gomastah	-	-	-	-	-	14	0	0
M. Soobbiah, Gomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
Ditto	-	-	-	-	-	6	0	0
Auderutna Sastry, Sudder Ameen	-	-	-	-	-	200	0	0
N. Vencatasawmy Moodely, Head Gomastah	-	-	-	-	-	14	0	0

SUPREME COURT OF JUDICATURE— <i>continued.</i>	R.	A.	P.	R.	A.	P.	Monthly Total.		
							R.	A.	P.
Civil and Sessions Court of Cuddapah, Establishment— <i>continued.</i>									
B. Gopalakrishnaiah, Gomastah	10	0	0						
1 ditto	8	0	0						
1 ditto	7	0	0						
1 ditto	6	0	0						
S. Bhacmarow, 1st Class Moonsiff of Cuddapah	140	0	0						
G. Kristniah, Head Gomastah	17	8	0						
Sashagerry Row, Gomastah	10	8	0						
Chentsoo Soobbiah, ditto	10	0	0						
Akeclandamiah, ditto	10	0	0						
1 ditto	8	0	0						
1 ditto	7	0	0						
2 Court Peons @ $3\frac{1}{2}$ R. each	7	0	0						
Saderward	15	0	0						
B. Lutchemee Narasimha Sastry, 1st Class Moonsiff of Voilpaul	140	0	0						
M. Vencatarow, Head Gomastah	15	0	0						
K. Narainarow, Gomastah	13	0	0						
A. Scenabreddy, ditto	13	0	0						
N. Vencojee, ditto	11	0	0						
A. Auroonachellum, ditto	11	0	0						
2 Court Peons @ $3\frac{1}{2}$ R. each	7	0	0						
Saderward	15	0	0						
Jungasastry, 1st Class Moonsiff of Tungatoor	140	0	0						
V. Ramokristnappah, Head Gomastah	15	8	0						
C. Sashagerry Roy, Gomastah	12	8	0						
T. Soobbarow, ditto	10	8	0						
1 ditto	8	8	0						
2 ditto @ $7\frac{3}{4}$ R. each	15	8	0						
2 Court Peons @ $3\frac{3}{4}$ R. each	7	8	0						
Saderward	15	0	0						
V. Sunjeevapah, 1st Class Moonsiff of Nossum	140	0	0						
M. Ramapah, Head Gomastah	16	0	0						
V. Ramacharloo, Gomastah	11	0	0						
K. Gooroovappah, ditto	10	8	0						
A. Appiah, ditto	10	8	0						
1 Gomastah	9	0	0						
1 ditto	6	0	0						
2 Court Peons at $3\frac{1}{2}$ R. each	7	0	0						
Saderward	15	0	0						
J. Vencataramiah, 1st Class Moonsiff of Nundalumpett	140	0	0						
E. Appasawmy, Head Gomastah	15	0	0						
J. Vencata Soobbiah, Gomastah	13	0	0						
S. Govindappah, ditto	10	8	0						
A. Nursiah, ditto	10	8	0						
1 ditto	8	0	0						
1 ditto	6	0	0						
2 Court Peons @ $3\frac{1}{2}$ R. each	7	0	0						
Saderward	15	0	0						
A. Soobramaneyan, 2d Class Moonsiff of Chudree	115	0	0						
D. Ramappah, Head Gomastah	13	0	0						
Soobbarow, Gomastah	11	0	0						
1 ditto	8	0	0						
1 ditto	7	0	0						
2 ditto @ 6 R. each	12	0	0						
2 Court Peons @ $3\frac{1}{2}$ R. ditto	7	0	0						
1 Sweeper	2	0	0						
Saderward	10	0	0						
T. Condiah, 2d Class Moonsiff of Madanopully	115	0	0						
Mudwarow, Head Gomastah	14	0	0						
C. F. istnappah, Gomastah	11	0	0						
Vencat-chellum Moodeliar, ditto	10	0	0						
C. Vencatcharloo, ditto	10	0	0						
1 ditto	8	0	0						
2 Court Peons @ $3\frac{1}{2}$ R. each	7	0	0						
Saderward	10	0	0						
P. Vencatasawmy Naidoo, 2d Class Moonsiff of Cumbum	115	0	0						
Yaduljee, Head Gomastah	14	0	0						
B. Soobbarow, Gomastah	10	0	0						
J. Lutchoomiah, ditto	10	0	0						
1 ditto	8	0	0						
1 ditto	7	8	0						
3 Court Peons @ $3\frac{1}{2}$ R. each	10	8	0						
Saderward	10	0	0						
C. Kristniah, Serishtadar	100	0	0						
Mahomed Jaffer, Nazir	45	0	0						

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.	
Civil and Sessions Court of Cuddapah, Establishment—continued.						R.	A.
		R.	A.	P.		R.	A.
Coomerasawmy Moodaliar, Civil Record Keeper	-	35	0	0			
C. Kristnamacharloo, Criminal ditto	-	30	0	0			
T. M. Veerasawmy Naik, Head English Writer	-	70	0	0			
J. Thomas, ditto	-	35	0	0			
P. Soobbareddy, ditto	-	24	8	0			
C. Appiah, ditto	-	21	0	0			
A. Sashiah Naik, ditto	-	17	8	0			
V. Raghavooloo, Foujdaree Translator	-	50	0	0			
Baubsing, Javobnevoos	-	28	0	0			
B. Nursingarow, Head Gomastah	-	24	8	0			
J. Govindappah, ditto	-	21	0	0			
Syed Meerah Sahib, ditto	-	17	8	0			
T. Chengulroy Pillay, ditto	-	17	8	0			
S. Ramarow, ditto	-	16	0	0			
B. Hanoomuntarow, ditto	-	10	8	0			
Chengulrow, ditto	-	10	0	0			
A. Goroovarauze, ditto	-	10	0	0			
C. Ramachendrarow, Government Vakeel	-	21	0	0			
B. Ramasawmy, Shroff	-	10	0	0			
1 Moonshee	-	7	0	0			
1 Ructwan	-	3	8	0			
1 Mussaljie	-	4	0	0			
1 Sweeper	-	3	8	0			
Danda Saib, Duffadar	-	10	0	0			
4 Deloyets @ 7r. each	-	28	0	0			
10 Court Peons @ 5½r. each	-	52	8	0			
					3,137	8	0
<i>Civil and Sessions Court of Nellore.</i>							5,470 13
J. Walker, Civil and Sessions Judge	-	-	-	-	2,333	5	4
ESTABLISHMENT.							
Y. Vencatachellam, Seristadar	-	100	0	0			
M. Narrain Row, Nazir	-	45	0	0			
N. Seshagire Row, Civil Record Keeper	-	25	0	0			
G. Narasimbacharyala, Criminal ditto	-	30	0	0			
James Wilkins, Head Writer	-	70	0	0			
D. Ranga Row, English ditto	-	35	0	0			
P. Ramacristnaya Naidoo, ditto	-	24	8	0			
R. G. Ward, ditto	-	21	0	0			
V. Vencatasoobbaya, ditto	-	17	8	0			
A. Muniyappa Moodely, Javabnevoos	-	28	0	0			
N. Narsaya, Head Gomastah	-	24	8	0			
Abdul Ali, Gomastah	-	21	0	0			
V. Ramaya, ditto	-	17	8	0			
J. Jyaparaza, ditto	-	17	8	0			
C. Vencata Soobbaya, ditto	-	16	0	0			
P. Chenchalrow, ditto	-	10	8	0			
V. Vencatagopal Row, ditto	-	10	0	0			
N. Singarocharyaloo, Government Vakeel	-	21	0	0			
P. Abbishetty, Shroff	-	10	0	0			
1 Moonshee	-	7	0	0			
1 Ructavan	-	3	8	0			
1 Massaljee	-	4	0	0			
1 Sweeper	-	3	8	0			
4 Deloyets @ 7r. each	-	28	0	0			
Lakshmun Singh, Duffadar of Court Peons	-	10	0	0			
10 Peons @ 5½r. each	-	52	8	0			
Joseph Smith, Foujdaree Translator	-	50	0	0			
Mahomed Bazla Ali Sahib, Sudder Ameen Moofly	-	200	0	0			
S. Ramaya, Gomastah	-	15	0	0			
W. Girumaji Row, ditto	-	12	0	0			
1 ditto	-	7	0	0			
1 ditto	-	6	0	0			
1 Peon	-	5	0	0			
Mahomed Turub Saib, 1st Class Moonsiff of Ongole	-	140	0	0			
V. Vencataramaya, Gomastah	-	14	0	0			
B. Ramaya, ditto	-	12	0	0			
N. Ramappa, Gomastah	-	10	0	0			
C. Sundararamaya, ditto	-	10	0	0			
1 Peon	-	4	8	0			
2 Ditto @ 4r. each	-	8	0	0			
4 Ditto @ 3½r. each	-	14	0	0			
1 Massaljee	-	2	8	0			

SUPREME COURT OF JUDICATURE—continued.				Monthly Total.		
Civil and Sessions Court of Nellore, Establishment—continued.				R.	A.	P.
Saderward	-	-	-	10	0	0
Gholam Kadir Sahib, 1st Class Moonsiff of Caligiri	-	-	-	140	0	0
C. Cristnaya, Gomastah	-	-	-	14	0	0
C. Ramakistnania, ditto	-	-	-	12	0	0
N. Venkatarayda, ditto	-	-	-	10	0	0
T. Lakshminarsu, ditto	-	-	-	10	0	0
1 Peon	-	-	-	4	8	0
2 Peons @ 4r. each	-	-	-	8	0	0
4 Ditto @ 3½r. each	-	-	-	14	0	0
1 Massaljee	-	-	-	2	8	0
Saderward	-	-	-	10	0	0
B. Soobba Row, 2d Class Moonsiff of Madamanur	-	-	-	115	0	0
L. Akkanna, Gomastah	-	-	-	14	0	0
A. Ranagaya, ditto	-	-	-	12	0	0
1 ditto	-	-	-	8	0	0
1 ditto	-	-	-	6	8	0
1 Peon	-	-	-	4	8	0
4 Peons @ 3½r. each	-	-	-	14	0	0
1 Massaljee	-	-	-	2	8	0
Saderward	-	-	-	8	8	0
G. Ramanjiol Naidoo, 2d Class Moonsiff of Naidupet	-	-	-	100	0	0
C. Vencatarayada, Gomastah	-	-	-	13	0	0
G. Vencatachellum, ditto	-	-	-	11	0	0
1 ditto	-	-	-	8	0	0
1 Peon	-	-	-	4	8	0
4 Peons @ 3½r. each	-	-	-	14	0	0
1 Massaljee	-	-	-	2	8	0
Saderward	-	-	-	7	0	0
				1,752	8	0
<i>Civil and Sessions Court of Coimbatore.</i>						
T. B. Roupell, Civil and Sessions Judge	-	-	-	2,333	5	4
ESTABLISHMENT.						
J. Bashiakarloo Naidoo, Sheristadar	-	-	-	100	0	0
B. Soobbaroya Moodely, Nazir	-	-	-	45	0	0
Soobbaramiah, Civil Record Keeper	-	-	-	35	0	0
Soogavananada Moodely, Criminal ditto	-	-	-	30	0	0
G. Martin, Head Writer	-	-	-	70	0	0
B. Pasopaty Moodely, English ditto	-	-	-	35	0	0
P. Narrainasawmy Naidoo, ditto	-	-	-	21	0	0
J. Chevalier, ditto	-	-	-	17	8	0
A. Rungasawmy Naidoo, ditto	-	-	-	14	0	0
T. Apparoo Chitty, Jevanevoos	-	-	-	28	0	0
S. Venkatasoobiah, Gomastah	-	-	-	21	0	0
Venkatasoobiah, ditto	-	-	-	15	0	0
Streenevassa Moodely, ditto	-	-	-	12	0	0
Vencataramaniah, ditto	-	-	-	10	8	0
Mahomed Zeherooddeen Saib, ditto	-	-	-	10	0	0
Royappiah, Government Vakeel	-	-	-	21	0	0
Vencatarama Chetty, Shroff	-	-	-	10	0	0
1 Moonshee	-	-	-	7	0	0
1 Ructawan	-	-	-	3	8	0
1 Massaljee	-	-	-	4	0	0
1 Sweeper	-	-	-	3	8	0
4 Deloyets @ 7r. each	-	-	-	28	0	0
Baday Sahib, Duffadar	-	-	-	10	0	0
10 Court Peons @ 5½r. each	-	-	-	52	8	0
R. Mo. toosawmy Pillay, Foujdaree Translator	-	-	-	50	0	0
Sawmial, Gomastah	-	-	-	10	0	0
1 ditto	-	-	-	9	0	0
1 ditto	-	-	-	8	0	0
1 ditto	-	-	-	7	0	0
1 ditto	-	-	-	2	0	0
2 Peons @ 3½r. each	-	-	-	7	0	0
1 Massaljee	-	-	-	2	8	0
Saderward	-	-	-	15	0	0
Major D. Babington, 1st Class Moonsiff of Ootacamund.	-	-	-			
Ghirry Row, Head Gomastah	-	-	-	18	0	0

SUPREME COURT OF JUDICATURE— <i>continued.</i>						Monthly Total.		
Civil and Sessions Court of Coimbatore, Establishment— <i>continued.</i>						R.	A.	P.
Saderward	-	-	-	-	-	15	0	0
Streenevassa Row, 1st Class Moonsiff of Caroor	-	-	-	-	-	140	0	0
Sashian, Head Gomastah	-	-	-	-	-	16	0	0
Soondaramien, Gomastah	-	-	-	-	-	12	0	0
Soobbien, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	4	0
2 ditto @ 6r. each	-	-	-	-	-	12	0	0
2 Peons @ 5r. each	-	-	-	-	-	10	0	0
1 Massaljee	-	-	-	-	-	1	12	0
Saderward	-	-	-	-	-	15	0	0
Moodookristna Naidoo, 2d Class Moonsiff of Coimbatore	-	-	-	-	-	115	0	0
Sawmiah, Head Gomastah	-	-	-	-	-	14	0	0
Cooppiah, Gomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	2	8	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
1 Mussaljee	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	10	0	0
Gooroonada Pillay, 2d Class Moonsiff of Bhowany	-	-	-	-	-	115	0	0
Ragoovien, Head Gomastah	-	-	-	-	-	14	0	0
Ramachendra Row, Gomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	4	0
1 ditto	-	-	-	-	-	5	0	0
2 Peons @ 5r. each	-	-	-	-	-	10	0	0
1 Massaljee	-	-	-	-	-	1	12	0
Saderward	-	-	-	-	-	10	0	0
Soodarsanasing, 3d Class Moonsiff of Colligal	-	-	-	-	-	100	0	0
Narasinga Row, Head Gomastah	-	-	-	-	-	12	0	0
Soobbaroyen, Gomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	0	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
1 Peon	-	-	-	-	-	2	8	0
1 Massaljee	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	10	0	0
<i>Civil and Sessions Court of Masulipatam.</i>						1,554	8	0
W. Dowdeswell, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
C. Apparow, Sheristadar	-	-	-	-	-	100	0	0
P. Venkataramanapah Naidoo, Nazir	-	-	-	-	-	45	0	0
B. Soobbaroydoo, Civil Record Keeper	-	-	-	-	-	35	0	0
T. Shayennah, Criminal ditto	-	-	-	-	-	30	0	0
C. Tautiah, Assistant ditto	-	-	-	-	-	21	0	0
B. De Prazer, Head Writer	-	-	-	-	-	70	0	0
M. Andenarrain, English Writer	-	-	-	-	-	35	0	0
C. Venkatachellum, ditto	-	-	-	-	-	25	0	0
E. Sharkey, ditto	-	-	-	-	-	21	0	0
P. Creswell, ditto	-	-	-	-	-	17	8	0
T. Gopiah, ditto	-	-	-	-	-	14	0	0
J. Raumiah, Javobnevis	-	-	-	-	-	28	0	0
V. Lutchmenarrain, Head Gomastah	-	-	-	-	-	21	0	0
S. Venkata Gopaulrow, 2d ditto	-	-	-	-	-	15	0	0
V. Venkata Nursimharow, 3d ditto	-	-	-	-	-	14	0	0
M. Soobbaroydoo, Gomastah	-	-	-	-	-	12	0	0
M. Lutchmanah, ditto	-	-	-	-	-	10	8	0
T. Lutchmanah, ditto	-	-	-	-	-	10	0	0
T. Soobbaroydoo, Government Vakcel	-	-	-	-	-	21	0	0
J. Sutiah, Shroff	-	-	-	-	-	10	0	0
1 Moonshee	-	-	-	-	-	7	0	0
1 Ructawan	-	-	-	-	-	3	8	0
1 Massaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
4 Daloyets @ 7r. each	-	-	-	-	-	28	0	0
M. Samboodoo, Duffadar	-	-	-	-	-	10	0	0
15 Peons @ 5½r. each	-	-	-	-	-	78	12	0
L. De Prazer, Foujdaree Translator	-	-	-	-	-	50	0	0
4 Gomastahs @ 8r. each	-	-	-	-	-	32	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Masulipatam, Establishment—continued.						R.	A.	P.
V. Seetaputty Row, 1st Class Moonsiff of Masulipatam	-	-	-	-	-	140	0	0
C. Puttambeeraumanah, Head Gomastah	-	-	-	-	-	20	0	0
M. Paradasem, Goomastah	-	-	-	-	-	15	0	0
V. Lutchmenursimhooloo, ditto	-	-	-	-	-	10	0	0
S. Venkatarreddy, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	5	0	0
2 Peons @ 5r. each	-	-	-	-	-	10	0	0
Saderward	-	-	-	-	-	15	0	0
W. Sloan, 2d Class Moonsiff of Ellore	-	-	-	-	-	115	0	0
M. Venkata Croostniah Puntooloo, Head Gomastah	-	-	-	-	-	14	0	0
C. Rayappah, Gomastah	-	-	-	-	-	12	0	0
J. Venkata Soobarow Puntooloo, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
4 Peons @ 4r. each	-	-	-	-	-	16	0	0
Saderward	-	-	-	-	-	10	0	0
C. Anunta Chariar, 3d Class Moonsiff of Bezorah	-	-	-	-	-	100	0	0
G. Chinna Veerasalingum, Head Gomastah	-	-	-	-	-	15	0	0
M. Rauniah Puntooloo, ditto	-	-	-	-	-	10	0	0
V. Soobbaroydoo, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	5	0	0
2 Peons @ 5r. each	-	-	-	-	-	10	0	0
Saderward	-	-	-	-	-	10	0	0
						1,341	12	0
<i>Civil and Sessions Court of Guntoor.</i>						3,675 1 4		
J. Rohde, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
Goorazada Somarauze, Sheristadar	-	-	-	-	-	100	0	0
Rahim Sahib, Nazir	-	-	-	-	-	45	0	0
G. Tirmulrow, Civil Record Keeper	-	-	-	-	-	35	0	0
G. Mungaladry, Assistant ditto	-	-	-	-	-	21	0	0
Meer Canzumully, Criminal ditto	-	-	-	-	-	30	0	0
C. Chalamiah, Head Writer	-	-	-	-	-	70	0	0
V. Venkatachellum, 2d ditto	-	-	-	-	-	35	0	0
C. Jagannathum, 3d ditto	-	-	-	-	-	21	0	0
P. Naganah, 4th ditto	-	-	-	-	-	17	8	0
L. Poorniah, 5th ditto	-	-	-	-	-	14	0	0
V. Nursimloo, Javobnuvees	-	-	-	-	-	28	0	0
R. Venkiah, Head Gomastah	-	-	-	-	-	21	0	0
N. Nursiah, Gomastah	-	-	-	-	-	15	0	0
M. Mulleerjanoodoo, ditto	-	-	-	-	-	14	0	0
C. Seetapaty, ditto	-	-	-	-	-	12	0	0
M. Veerasawmy, ditto	-	-	-	-	-	10	8	0
P. Streeramo loo, ditto	-	-	-	-	-	10	0	0
V. Venkupasastri, Government Vakeel	-	-	-	-	-	21	0	0
M. Nursingarow, Foujdaree Translator	-	-	-	-	-	50	0	0
M. Venkataramoodoo, Shroff	-	-	-	-	-	10	0	0
1 Moonshee	-	-	-	-	-	7	0	0
1 Ructawan	-	-	-	-	-	3	8	0
1 Massaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
4 Daloyets @ 7r. each	-	-	-	-	-	28	0	0
F. Mahommud, Duffadar	-	-	-	-	-	10	0	0
10 Peons @ 5½r. each	-	-	-	-	-	52	8	0
J. Jones, Jailer	-	-	-	-	-	30	0	0
Shaik Mohuddeen, Jemadar	-	-	-	-	-	14	0	0
1 Duffadar	-	-	-	-	-	7	0	0
20 Peons @ 5r. each	-	-	-	-	-	100	0	0
Hajee Moulavee Mahommud Yacob Ally Sahab, Moofly Sudr	-	-	-	-	-	262	8	0
Amce	-	-	-	-	-	14	0	0
Mahommud Kausin, Head Gomastah	-	-	-	-	-	10	0	0
P. Venkatacharloo, Gomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
Vudlamunnaty Venkappa Somayajooloo, 1st Class Moonsiff of Chalrole	-	-	-	-	-	140	0	0
Vudlamunnaty Venkiah, Head Gomastah	-	-	-	-	-	15	0	0
D. Rayeppah, Gomastah	-	-	-	-	-	12	0	0
A. Venkatradry, ditto	-	-	-	-	-	10	0	0
V. Coorniah, ditto	-	-	-	-	-	10	0	0
C. Ramacotaswaroydoo, ditto	-	-	-	-	-	10	0	0
1 Peon	-	-	-	-	-	4	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Gunttoor, Establishment—continued.						R.	A.	P.
4 Peons @ 3½ R. each	-	-	-	-	-	14	0	0
Saderward	-	-	-	-	-	10	0	0
P. Venkataristniah, 2d Class Moonsiff of Suttanapully	-	-	-	-	-	115	0	0
B. Ramachendriah, Head Gomastah	-	-	-	-	-	15	0	0
A. Chetumbarum, Gomastah	-	-	-	-	-	13	0	0
S. Jagunnadhum, ditto	-	-	-	-	-	11	0	0
V. Streeramooloo, ditto	-	-	-	-	-	11	0	0
4 Peons @ 3 R. each	-	-	-	-	-	14	0	0
Saderward	-	-	-	-	-	6	0	0
T. Kroostniah, 2d Class Moonsiff of Chelakaloorpaul	-	-	-	-	-	115	0	0
A. Venkatakotapah, Head Gomastah	-	-	-	-	-	14	0	0
A. Appanah, Gomastah	-	-	-	-	-	12	0	0
J. Andenarainah, ditto	-	-	-	-	-	10	0	0
C. Venkanah, ditto	-	-	-	-	-	10	0	0
1 Peon	-	-	-	-	-	4	0	0
4 ditto @ 3½ R. each	-	-	-	-	-	14	0	0
Saderward	-	-	-	-	-	6	0	0
G. Kroostniah, 3d Class Moonsiff of Dautchapully	-	-	-	-	-	100	0	0
C. Rajannah, Head Gomastah	-	-	-	-	-	13	0	0
D. Chendrasakarasastroolo, Gomastah	-	-	-	-	-	11	0	0
2 ditto @ 9 R. each	-	-	-	-	-	18	0	0
4 Peons @ 3½ R. each	-	-	-	-	-	14	0	0
Saderward	-	-	-	-	-	4	0	0
						1,902	0	0
<i>Civil and Sessions Court of Calicut.</i>								
H. Morris, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
Syed Mahadee Alum, Moofly Sudder Ameen	-	-	-	-	-	200	0	0
M. Bapoo Nair, Gomastah	-	-	-	-	-	14	0	0
M. Canna Menon, ditto	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	0	0
Vythenatha Sastry, Sudder Ameen Pundit	-	-	-	-	-	200	0	0
V. Ramen Marar, Gomastah	-	-	-	-	-	14	0	0
C. Teyen Menon, ditto	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	0	0
Jos. M. D'Rosario, Head Writer	-	-	-	-	-	70	0	0
Arnachellom Moodeliar, English ditto	-	-	-	-	-	35	0	0
Jno. A. D'Rozario, ditto	-	-	-	-	-	24	8	0
S. B. Fernandez, ditto	-	-	-	-	-	21	0	0
J. G. Schmidt, ditto	-	-	-	-	-	17	8	0
1 Moonshee	-	-	-	-	-	7	0	0
John D'Silva, Sheri-tadar	-	-	-	-	-	100	0	0
P. Kandy Menon, Nazir	-	-	-	-	-	45	0	0
G. Gramom Chinayen, Civil Record Keeper	-	-	-	-	-	35	0	0
T. Shungoony Kooroop, Assistant ditto	-	-	-	-	-	16	0	0
P. Kandy Menon, Criminal ditto	-	-	-	-	-	30	0	0
Assen Ally, Jewabueces	-	-	-	-	-	28	0	0
C. G. Soobramayen, Gomastah	-	-	-	-	-	24	8	0
P. Amboo Menon, ditto	-	-	-	-	-	21	0	0
V. Shangara Menon, ditto	-	-	-	-	-	17	8	0
C. Shangaron Naif, ditto	-	-	-	-	-	17	8	0
Letchmana Row, ditto	-	-	-	-	-	16	0	0
P. Karroonagara Menon, ditto	-	-	-	-	-	10	8	0
C. Cunen Menon, ditto	-	-	-	-	-	10	0	0
E. Shekarry Nair, ditto	-	-	-	-	-	10	0	0
Amboo Pothwal, Government Vakeel	-	-	-	-	-	21	0	0
Ayaghery Ayen, Shroff	-	-	-	-	-	10	0	0
1 Duffadar	-	-	-	-	-	10	0	0
4 Daloyets	-	-	-	-	-	28	0	0
10 Peons	-	-	-	-	-	52	8	0
1 Ructawan	-	-	-	-	-	3	8	0
1 Massuljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
Charles Lafrenais, Pondaree Translator	-	-	-	-	-	50	0	0
C. Ookunden Oony Nair, 1st Class Moonsiff of Betutnaad	-	-	-	-	-	140	0	0
Oonikaut Tasha Menon, Gomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Calicut, Establishment—continued.						R.	A.	P.
1 Gomastah	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	5	0	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	8	0
1 ditto	-	-	-	-	-	3	0	0
1 ditto	-	-	-	-	-	6	0	0
2 Peons	-	-	-	-	-	2	8	0
1 Massaljee	-	-	-	-	-	15	0	0
Saderward	-	-	-	-	-	140	0	0
Kookel Kelloo Nair, 1st Class Moonsiff of Calicut	-	-	-	-	-	10	0	0
T. Baiyy Menon, Gomastah	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	0	0
1 ditto	-	-	-	-	-	8	0	0
2 ditto @ 4r. each	-	-	-	-	-	7	0	0
2 ditto @ 3½r. each	-	-	-	-	-	3	0	0
1 ditto	-	-	-	-	-	6	0	0
2 Peons	-	-	-	-	-	2	8	0
1 Massaljee	-	-	-	-	-	15	0	0
Saderward	-	-	-	-	-	140	0	0
F. P. Perera, 1st Moonsiff of Palghat	-	-	-	-	-	10	0	0
P. Velloo Nair, Gomastah	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	5	0	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	8	0
1 ditto	-	-	-	-	-	3	0	0
1 ditto	-	-	-	-	-	6	0	0
2 Peons	-	-	-	-	-	2	8	0
1 Massaljee	-	-	-	-	-	15	0	0
Saderward	-	-	-	-	-	140	0	0
Oonikaut Chapoo Menon, 1st Class Moonsiff of Ernaad	-	-	-	-	-	10	0	0
M. Gramom Pitchoo Ayei, Gomastah	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	5	0	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	8	0
1 ditto	-	-	-	-	-	3	0	0
1 ditto	-	-	-	-	-	6	0	0
2 Peons	-	-	-	-	-	2	8	0
1 Massaljee	-	-	-	-	-	15	0	0
Saderward	-	-	-	-	-	115	0	0
Marcos De Silva, 2d Class Moonsiff of Pynaad	-	-	-	-	-	10	0	0
K. Coomhy Cunnem Nair, Gomastah	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	4	8	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	8	0
1 ditto	-	-	-	-	-	6	0	0
2 Peons @ 3r. each	-	-	-	-	-	2	8	0
1 Massaljee	-	-	-	-	-	10	0	0
Saderward	-	-	-	-	-	115	0	0
P. Ittirarapa Menon, 2d Class Moonsiff of Nedooonganad	-	-	-	-	-	10	0	0
V. Parangoda Nair Menon, Gomastah	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	4	8	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	8	0
1 ditto	-	-	-	-	-	6	0	0
2 Peons @ 3r. each	-	-	-	-	-	2	8	0
1 Massaljee	-	-	-	-	-			

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Calicut, Establishment—continued.						R.	A.	P.
Saderward	-	-	-	-	-	10	0	0
T. Sungoony Menon, 2d Class Moonsiff of Velleangody	-	-	-	-	-	115	0	0
V. Ramen Menon, Goomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	4	8	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	8	0
6 Peons @ 3 R. each	-	-	-	-	-	6	0	0
1 Massaljee	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	10	0	0
G. Martin Bass, 3d Class Moonsiff of Chowghaut	-	-	-	-	-	100	0	0
Shoopoo Ayeen, Goomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	8	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	3	8	0
2 Peons	-	-	-	-	-	6	0	0
1 Massaljee	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	10	0	0
Thomas A. Phillipz, Moonsiff of Anjengo	-	-	-	-	-	70	0	0
M. G. Venguidejelayen, Goomastah	-	-	-	-	-	10	8	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	5	8	0
1 Peon	-	-	-	-	-	3	0	0
<i>Civil and Sessions Court of Chicacole.</i>						2,910	8	0
E. B. Glass, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.						5,273 13 4		
C. Jugunnadum, Sheristadar	-	-	-	-	-	100	0	0
N. Eswarapah, Nazir	-	-	-	-	-	45	0	0
M. Nursunnah, Civil Record Keeper	-	-	-	-	-	35	0	0
V. Mahommud Criminal ditto	-	-	-	-	-	30	0	0
A. J. Freeman, Head Writer	-	-	-	-	-	70	0	0
C. Lutchemenarrainah, English ditto	-	-	-	-	-	35	0	0
T. N. Herbert, ditto	-	-	-	-	-	24	8	0
V. Juggiah, ditto	-	-	-	-	-	21	0	0
G. E. Millin, ditto	-	-	-	-	-	17	8	0
P. Boga Row Javabneviss	-	-	-	-	-	28	0	0
C. Appa Row, Head Goomastah	-	-	-	-	-	21	0	0
C. Amootalingum, ditto	-	-	-	-	-	17	8	0
S. Sooreaprahasarow, ditto	-	-	-	-	-	17	0	0
C. Sooba Row, ditto	-	-	-	-	-	16	0	0
C. Kanakiah, ditto	-	-	-	-	-	10	8	0
T. Kistniah, ditto	-	-	-	-	-	10	0	0
B. Timmajee, ditto	-	-	-	-	-	10	0	0
Voyezmahommud, Government Vakeel	-	-	-	-	-	21	0	0
C. Sooburoydoo, Shroff	-	-	-	-	-	10	0	0
1 Moechee	-	-	-	-	-	7	0	0
1 Rustavan	-	-	-	-	-	3	8	0
1 Musaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
Dundumeyah, Duffadar	-	-	-	-	-	10	0	0
4 Deloyets @ 7R each	-	-	-	-	-	28	0	0
10 Nazir's Peons @ 5 1/2 R. each	-	-	-	-	-	52	8	0
S. Lutchemurdoo, Foudjaree Translator	-	-	-	-	-	50	0	0
5 Peons @ 3R. each	-	-	-	-	-	15	0	0
Saderward	-	-	-	-	-	15	0	0
B. Romdoss, 2d Class Moonsiff of Rayavarum	-	-	-	-	-	115	0	0
G. Kristeah, Head Goomastah	-	-	-	-	-	14	0	0
D. Prakasem, Goomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	3	8	0
1 Shroff	-	-	-	-	-	3	0	0
1 Head Peon	-	-	-	-	-	3	8	0
4 Peons @ 3R. each	-	-	-	-	-	12	0	0
Saderward	-	-	-	-	-	10	0	0
B. Pencatasawmy, 2d Class Moonsiff of Teekaly	-	-	-	-	-	115	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Chicacole, Establishment—continued.						R.	A.	P.
D. Sooreunarrainah, Sheristadar	-	-	-	-	-	12	0	0
P. Mullaparaage Head Goomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	4	0	0
1 Shroff	-	-	-	-	-	3	0	0
1 Head Peon	-	-	-	-	-	3	0	0
4 Peons @ 2½ R. each	-	-	-	-	-	10	0	0
2 ditto @ 2 R. each	-	-	-	-	-	4	0	0
Saderward	-	-	-	-	-	10	0	0
						1,097	8	0
Civil and Sessions Court of Rajahmundry.						3,430 13 4		
T. N. Anstruther, Civil and Sessions Judge						2,333	5	4
ESTABLISHMENT.								
Moulavi Mahommed Ali, Moofly Sudder Ameen	-	-	-	-	-	200	0	0
C. Shashlagerow, Head Goomastah	-	-	-	-	-	21	0	0
Ameer Ooddeen, Goomastah	-	-	-	-	-	14	0	0
D. Sooba Row, ditto	-	-	-	-	-	10	0	0
Vencoba Sastry, Pandit Sudder Ameen	-	-	-	-	-	200	0	0
B. Rajannah, Head Goomastah	-	-	-	-	-	21	0	0
T. Condul Row, Goomastah	-	-	-	-	-	14	0	0
C. Ram Row, ditto	-	-	-	-	-	10	0	0
G. Wells, Head Writer	-	-	-	-	-	70	0	0
D. Sumasserauze, English ditto	-	-	-	-	-	35	0	0
N. Lutchminarain, ditto	-	-	-	-	-	24	8	0
N. Mullaparaage, ditto	-	-	-	-	-	20	0	0
D. Soobia, ditto	-	-	-	-	-	17	0	0
M. Soobbaroydoo, Sheristadar	-	-	-	-	-	100	0	0
T. Ramachendrarow, Civil Record Keeper	-	-	-	-	-	35	0	0
V. Nursimharow, Goomastah	-	-	-	-	-	21	0	0
N. Veerabhadroodoo, ditto	-	-	-	-	-	17	8	0
V. Condiah, ditto	-	-	-	-	-	15	0	0
C. Vencataratnam, ditto	-	-	-	-	-	12	0	0
R. Vissannah, ditto	-	-	-	-	-	10	0	0
Naob Sahib, ditto	-	-	-	-	-	10	0	0
S. Gannaswarow, ditto	-	-	-	-	-	10	0	0
R. Ramana, Government Vakcel	-	-	-	-	-	21	0	0
M. Vencatalingum, Shroff	-	-	-	-	-	10	0	0
1 Moonshee	-	-	-	-	-	7	0	0
1 Ructavan	-	-	-	-	-	3	8	0
1 Masaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
S. Vencatadry Naidoo, Nazir	-	-	-	-	-	45	0	0
1 Duffadar	-	-	-	-	-	10	0	0
4 Deloyets @ 7 R. each	-	-	-	-	-	28	0	0
10 Peons @ 5½ R.	-	-	-	-	-	52	8	0
S. Rungia Naidoo, Criminal Record Keeper	-	-	-	-	-	30	0	0
V. Bheemarauze, Jevabueviss	-	-	-	-	-	28	0	0
T. V. De Tar, Fouidarc Translator	-	-	-	-	-	50	0	0
D. Bartley, 1st Class Moonsiff of Peddapoor	-	-	-	-	-	140	0	0
V. Rawannah, Head Goomastah	-	-	-	-	-	17	0	0
E. P. Veerathalingum, Goomastah	-	-	-	-	-	14	0	0
G. Nursimloo, ditto	-	-	-	-	-	10	0	0
D. Chinmah, Goomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	4	0	0
3 Peons @ 5 R. each	-	-	-	-	-	15	0	0
Saderward	-	-	-	-	-	15	0	0
S. Moodoo Nursimha Naidoo, 1st Class Moonsiff of Sectanagarum	-	-	-	-	-	140	0	0
D. Sevaranah, Head Goomastah	-	-	-	-	-	17	0	0
B. Soondaranidoo, Goomastah	-	-	-	-	-	14	0	0
A. Seetanaah, ditto	-	-	-	-	-	10	0	0
G. Lutchemnursoo, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	4	0	0
3 Peons @ 5 R. each	-	-	-	-	-	15	0	0
Saderward	-	-	-	-	-	15	0	0
S. Ramana, 2d Class Moonsiff of Pengondat	-	-	-	-	-	115	0	0
T. Senkarajee, Head Goomastah	-	-	-	-	-	14	0	0
M. Atcherrauze, Goomastah	-	-	-	-	-	12	0	0
C. Shashiah, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	4	0	0
3 Peons @ 4 R. each	-	-	-	-	-	12	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total		
Civil and Sessions Court of Rajahmundry, Establishment—continued.						R.	A.	P.
Saderward	-	-	-	-	-	10	0	0
S. Sreemassacharloo, 2d Class Moonsiff Amalapoor	-	-	-	-	-	115	0	0
T. Lutchmenarain, Head Goomastah	-	-	-	-	-	12	0	0
M. Venkaturatnum, Goomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
2 ditto @ 7r. each	-	-	-	-	-	14	0	0
1 ditto	-	-	-	-	-	4	0	0
3 Peons @ 4r. each	-	-	-	-	-	12	0	0
Saderward	-	-	-	-	-	10	0	0
						1,999	8	0
<i>Civil and Sessions Court of Bellary.</i>								
E. Story, Civil Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
Syed Fussen Saib, Moofy Sudder Ameen	-	-	-	-	-	200	0	0
Nursingarow, Goomastah	-	-	-	-	-	15	0	0
B. Kistnarow, ditto	-	-	-	-	-	14	0	0
Goolam Hossain, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	6	0	0
Easwurasasthy, Pandit Sudder Ameen	-	-	-	-	-	200	0	0
Ramarow, Goomastah	-	-	-	-	-	15	0	0
A. Bheemarow, ditto	-	-	-	-	-	14	0	0
K. Bheemarow, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	6	0	0
B. Geereapah, Sheristadar	-	-	-	-	-	100	0	0
B. Maddoorow, Nazir	-	-	-	-	-	45	0	0
Sheik Booden Sahib, Civil Record Keeper	-	-	-	-	-	35	0	0
Lutchmenarainow, Criminal ditto	-	-	-	-	-	30	0	0
H. Platcher, Head Writer	-	-	-	-	-	70	0	0
S. Ramasawmy, English ditto	-	-	-	-	-	35	0	0
R. Sampson, ditto	-	-	-	-	-	24	8	0
H. Blake, ditto	-	-	-	-	-	21	0	0
Veeroopatchee, ditto	-	-	-	-	-	17	8	0
P. Soobarow, Javabnevis	-	-	-	-	-	28	0	0
B. Nursingarow, Head Goomastah	-	-	-	-	-	24	8	0
Nurgasrow, Goomastah	-	-	-	-	-	21	0	0
Y. Lutchmenrow, ditto	-	-	-	-	-	17	8	0
G. Kristnarow, ditto	-	-	-	-	-	17	8	0
A. Soobbarow, ditto	-	-	-	-	-	16	0	0
P. Streenevasrow, ditto	-	-	-	-	-	10	8	0
A. Kasavasrow, ditto	-	-	-	-	-	10	0	0
B. Vencatarow, Government Vakcel	-	-	-	-	-	21	0	0
Vasapah, Shroff	-	-	-	-	-	10	0	0
1 Moonshee	-	-	-	-	-	7	0	0
1 Ructavan	-	-	-	-	-	3	8	0
1 Masaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
Ebrahim Khan, Duffadar	-	-	-	-	-	10	0	0
4 Deloyets @ 7r. each	-	-	-	-	-	28	0	0
10 Peons @ 5½r. ditto	-	-	-	-	-	52	8	0
J. M. Ross, Foujdaree Translator	-	-	-	-	-	50	0	0
Meermanaverdeen, 1st Class Moonsiff of Coorgode	-	-	-	-	-	140	0	0
Vencapah, Goomastah	-	-	-	-	-	15	0	0
Moorar Row, ditto	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	6	8	0
1 Sweeper and Masalchee	-	-	-	-	-	3	0	0
7 Peons at 3½r. each	-	-	-	-	-	24	8	0
Saderward	-	-	-	-	-	15	0	0
Goolam Mahomed, 1st Class Moonsiff of Tandmurry	-	-	-	-	-	140	0	0
Nursingarow, Goomastah	-	-	-	-	-	15	0	0
Sooltan Saib, ditto	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	6	8	0
1 Sweeper and Masalchee	-	-	-	-	-	3	0	0
7 Peons @ 3½r. each	-	-	-	-	-	24	8	0
Saderward	-	-	-	-	-	15	0	0
Vadagercerow, 1st Class Moonsiff of Adonie	-	-	-	-	-	140	0	0
Vencoba Naik, Goomastah	-	-	-	-	-	15	0	0
Kristnarow, ditto	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	6	8	0
1 Sweeper and Masalchee	-	-	-	-	-	3	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total		
Civil and Sessions Court of Bellary, Establishment—continued.						R.	A.	P.
7 Peons @ 3½r. each	-	-	-	-	-	24	8	0
Saderward	-	-	-	-	-	15	0	0
Bhaskerrow, 2d Class Moonsiff of Cootoor	-	-	-	-	-	115	0	0
Venkata Bhemapah, Goomastah	-	-	-	-	-	14	0	0
Funnunta Row, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	5	0	0
1 Masalchee and Sweeper	-	-	-	-	-	3	0	0
6 Peons @ 3½r. each	-	-	-	-	-	21	0	0
Saderward	-	-	-	-	-	10	0	0
Sashagherecrow, 2d Class Moon-iff of Culleandroogs	-	-	-	-	-	115	0	0
Venatasoobiah, Goomastah	-	-	-	-	-	14	0	0
Venapah, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	5	0	0
1 Sweeper and Masalchee	-	-	-	-	-	3	0	0
6 Peons @ 3½r. each	-	-	-	-	-	21	0	0
Saderward	-	-	-	-	-	10	0	0
A. Rungiah, 2d Class Moonsiff of Purghee	-	-	-	-	-	115	0	0
Annajee Row, Goomastah	-	-	-	-	-	14	0	0
Ramanapah, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	5	0	0
1 Sweeper and Masalchee	-	-	-	-	-	3	0	0
6 Peons @ 3½r. each	-	-	-	-	-	21	0	0
Saderward	-	-	-	-	-	10	0	0
Tinnupah, 2d Class Moonsiff of Gotty	-	-	-	-	-	115	0	0
Raghavendrarow, Goomastah	-	-	-	-	-	14	0	0
Lutchmenrow, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	5	0	0
1 Sweeper and Masalchee	-	-	-	-	-	3	0	0
6 Peons @ 3½r. each	-	-	-	-	-	21	0	0
Saderward	-	-	-	-	-	10	0	0
						2,617	8	0
Civil and Sessions Court of Cuddalore.						4,950 13 4		
J. G. S. Bruere, Civil and Sessions Judge						2,333	5	4
ESTABLISHMENT.								
Goolam Culleam Oollah Saib, Moofly Sudder Ameen	-	-	-	-	-	200	0	0
Vadachella Pillay, Head Goomastah	-	-	-	-	-	14	0	0
2 Goomastahs @ 9r. each	-	-	-	-	-	18	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
T. Rungasawmy Pillay, Sheristadar	-	-	-	-	-	100	0	0
T. Appiah Chetty, Head Writer	-	-	-	-	-	70	0	0
P. M. Pedroza, ditto	-	-	-	-	-	35	0	0
M. Tirmul Row, ditto	-	-	-	-	-	21	0	0
M. Venkataramanjooloo Naik, ditto	-	-	-	-	-	17	8	0
N. Mootoorama Pillay, ditto	-	-	-	-	-	14	0	0
Stranavassaraagaveengar, Head Goomastah	-	-	-	-	-	21	0	0
R. Mootooswamy Pillay, ditto	-	-	-	-	-	15	0	0
Mohomed Ismael, ditto	-	-	-	-	-	12	0	0
Gopaul Row, ditto	-	-	-	-	-	10	8	0
Varudurajooloo Naik, ditto	-	-	-	-	-	10	0	0
Venatasoobbien, Nazier	-	-	-	-	-	45	0	0
Somasoondra Pillay, Civil Record Keeper	-	-	-	-	-	35	0	0
Govindarou, Foujdaree ditto	-	-	-	-	-	30	0	0
Vacant, Criminal Javobneviss	-	-	-	-	-	28	0	0
Narasagarou, Government Vakeel	-	-	-	-	-	21	0	0
Davaraaga Chetty, Shroff	-	-	-	-	-	10	0	0
Venoyaga Moodely, Foujdaree Translator	-	-	-	-	-	50	0	0
1 Moonshee	-	-	-	-	-	7	0	0
1 Buctavan	-	-	-	-	-	3	8	0
1 Masalchee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
Shaik Selaman, Duffadar	-	-	-	-	-	10	0	0
4 Deloyets @ 7r. each	-	-	-	-	-	28	0	0
10 Court Peons @ 5½r. ditto	-	-	-	-	-	52	8	0
C. Dickens, Jailer	-	-	-	-	-	20	0	0
His Horse Allowance	-	-	-	-	-	7	0	0
Veerasawmy Rajoo, Jamadar	-	-	-	-	-	14	0	0
1 Duffadar	-	-	-	-	-	7	0	0

SUPREME COURT OF JUDICATURE—continued.

Civil and Sessions Court of Cuddalore, Establishment—continued.

	R.	A.	P.	R.	A.	P.	Monthly Total.
							R. A. P.
1 Naigue - - - - -	6	0	0				
1 Whipper - - - - -	5	0	0				
1 Jail Peon - - - - -	5	4	0				
26 ditto (a 5r. each - - - - -	130	0	0				
Venutachela Jyer, 1st Class Moonsiff of Cuddalore - - - - -	140	0	0				
Somasoondra Pillay, Head Goomastah - - - - -	12	0	0				
Sooba Row, Goomastah - - - - -	10	8	0				
1 ditto - - - - -	9	0	0				
1 ditto - - - - -	8	8	0				
1 ditto - - - - -	8	0	0				
2 ditto (a 7½r. each - - - - -	15	0	0				
2 Peons (a 3½r. each - - - - -	7	0	0				
Saderward - - - - -	15	0	0				
Ponnoosawmy Pillay, 1st Class Moonsiff of Chedumbarum - - - - -	140	0	0				
Olugapragasa Pillay, Head Goomastah - - - - -	12	0	0				
Appasawmeer, Goomastah - - - - -	10	8	0				
1 ditto - - - - -	9	0	0				
1 ditto - - - - -	8	8	0				
1 ditto - - - - -	8	0	0				
2 ditto (a 7½r. each - - - - -	15	0	0				
2 Peons (a 3½r. each - - - - -	7	0	0				
Saderward - - - - -	15	0	0				
Sashiengar, 1st Class Moonsiff of Velooopoorum - - - - -	140	0	0				
Soobraya Moodely, Head Goomastah - - - - -	12	0	0				
Kistnengar, Goomastah - - - - -	10	8	0				
1 ditto - - - - -	9	0	0				
1 ditto - - - - -	8	8	0				
1 ditto - - - - -	8	0	0				
2 ditto (a 7½r. each - - - - -	15	0	0				
2 Peons (a 3½r. each - - - - -	7	0	0				
Saderward - - - - -	15	0	0				
Govinda Chary, 2d Class Moonsiff of Chenjee - - - - -	115	0	0				
Vanoogapanliengar, Head Goomastah - - - - -	12	0	0				
Kodundaramier Goomastah - - - - -	10	0	0				
2 ditto, (a 8r. each - - - - -	16	0	0				
2 ditto, (a 7½r. ditto - - - - -	15	0	0				
2 Peons, (a 3½r. ditto - - - - -	7	0	0				
Saderward - - - - -	10	0	0				

1,952 12 0

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Civil and Sessions Court of Trichinopoly.

G. S. Greenway, Civil and Sessions Judge - - - - -

2,333 5 4

ESTABLISHMENT.

John Blanc, Sheristar - - - - -	100	0	0
V. Nargum Pillay, Foujdaree Translator - - - - -	50	0	0
Rajagopal Naik, Nazir - - - - -	45	0	0
M. Kistnama Naik, Civil Record Keeper - - - - -	35	0	0
Veerapermal Pillay, Criminal ditto - - - - -	30	0	0
John Miles, Head Writer - - - - -	70	0	0
Soobramanua Chetty, Writer - - - - -	35	0	0
Ramasawmy Pillay, ditto - - - - -	21	0	0
David Martin, ditto - - - - -	17	8	0
A. Martin, ditto - - - - -	14	0	0
Chintamoney Pillay, Javolmeviss - - - - -	28	0	0
Minnoollah Saib, Goomastah - - - - -	21	0	0
Sashiengar, ditto - - - - -	15	0	0
T. Colundoo Pillay, ditto - - - - -	12	0	0
Ramasawmy Pillay, ditto - - - - -	10	8	0
Jyalvier, ditto - - - - -	10	0	0
Histna Row, Government Vakeel - - - - -	21	0	0
Venatasamy Naik, Shroff - - - - -	10	0	0
1 Mbochee - - - - -	7	0	0
1 Ructavan - - - - -	3	8	0
Mahomed Saib, Duffadar - - - - -	10	0	0
4 Deloyets (a 7r. each - - - - -	28	0	0
10 Peons (a 5½r. each - - - - -	52	8	0
1 Mussaljee - - - - -	4	0	0
1 Sweeper - - - - -	3	8	0
Syed Goolam Rusool Saib, Moofly Sudder Ameen - - - - -	200	0	0
Bohoodeen Saib, Head Goomastah - - - - -	14	0	0
Narraidsamy Moodeliar, Goomastah - - - - -	13	0	0
Shaik Bauboo, ditto - - - - -	10	0	0

SUPREME COURT OF JUDICATURE—continued.			Monthly Total.		
Civil and Sessions Court of Trichinopoly, Establishment—continued.			R.	A.	P.
1 Goomastah	-	-	8	0	0
Mahomed Ameer Saib, 1st Class Moonsiff of Canand	-	-	140	0	0
Ramarow, Head Goomastah	-	-	12	0	0
1 Goomastah	-	-	9	0	0
3 Goomastahs @ 7R. each	-	-	21	0	0
3 ditto @ 6½R. each	-	-	19	8	0
2 Peons @ 3½R. each	-	-	7	0	0
1 Mussaljee	-	-	2	8	0
Saderward	-	-	14	0	0
D. Coomartamier, 2d Class Moonsiff of Torior	-	-	115	0	0
Sheenevassienagar, Head Goomastah	-	-	12	0	0
1 ditto	-	-	8	8	0
1 ditto	-	-	7	8	0
1 ditto	-	-	7	0	0
1 ditto	-	-	6	0	0
1 ditto	-	-	5	8	0
1 ditto	-	-	5	0	0
2 Peons @ 3½R. each	-	-	7	0	0
1 Mussaljee	-	-	2	8	0
Saderward	-	-	9	0	0
Vacant, 3d Class Moonsiff of Ariolore	-	-	100	0	0
Sevier, Head Goomastah	-	-	12	0	0
1 ditto	-	-	8	8	0
1 ditto	-	-	8	0	0
2 ditto @ 6½R. each	-	-	13	0	0
2 Peons @ 3½R. ditto	-	-	7	0	0
1 Mussaljee	-	-	2	8	0
Saderward	-	-	9	0	0
			1,468	8	0
<i>Civil and Sessions Court of Madura.</i>			3,801 13 4		
C. R. Baynes, Civil and Sessions Judge			2,333	5	4
ESTABLISHMENT.					
Soonder Row, Sheristadar	-	-	100	0	0
Moodookristna Pillay, Head Writer	-	-	70	0	0
Rajagopal Naick, Foudaree Translator	-	-	50	0	0
W. Henshaw, English Writer	-	-	35	0	0
C. Ribeiro, ditto	-	-	24	8	0
J. Johnson, ditto	-	-	20	0	0
Andeyuppah Chetty, ditto	-	-	17	0	0
Streenevassan Row, Nazir	-	-	45	0	0
Rama Kistna Chetty, Civil Record Keeper	-	-	35	0	0
Mahomed Azim Saib Jenoody, Criminal ditto	-	-	30	0	0
Moonesawmy Naick, Jevobneviss	-	-	28	0	0
Jagmada Pillay, Goomastah	-	-	21	0	0
Streenevassungar, ditto	-	-	17	8	0
Streenevassungar, ditto	-	-	15	0	0
Syed Eboorahim Sadler, ditto	-	-	12	0	0
Appasawmy Jyer, ditto	-	-	10	0	0
Veerusawmy Naik, ditto	-	-	10	0	0
Soondranien, ditto	-	-	10	0	0
C. Soobha Row, Government Vakeel	-	-	21	0	0
Bannoopoorana Chitty, Shroff	-	-	10	0	0
1 Moohlee	-	-	7	0	0
1 Ractavan	-	-	3	8	0
1 Mussaljee	-	-	4	0	0
1 Seeper	-	-	3	8	0
Shah. Modheen Duffadar	-	-	10	0	0
4 Deh. C. @ 7R. each	-	-	28	0	0
10 Peon. @ 5¼R. each	-	-	52	8	0
Narraina Sastry, Sudder Ameen	-	-	200	0	0
Vadanda Charry, Goomastah	-	-	14	0	0
Syed Modheen, ditto	-	-	12	0	0
Kistnien, ditto	-	-	10	0	0
2 Peons @ 4½R. each	-	-	9	0	0
Moulyee Mahomed Sontify Russool, Moofly Sudder Ameen	-	-	200	0	0
Syed Tasoodhun Saib, Goomastah	-	-	14	0	0
Ramasawmy Jyer, ditto	-	-	12	0	0
Soobien, ditto	-	-	10	0	0
2 Peons @ 1½R. each	-	-	9	0	0
Shaik Abdeol Raheman Saib, 1st Class Moonsiff of Teroopooragoom-	-	-	140	0	0
dom	-	-			

SUPREME COURT OF JUDICATURE— <i>continued.</i>						Monthly Total.		
Civil and Sessions Court of Madura, Establishment— <i>continued.</i>						R.	A.	P.
Appasawmy Pillay, Gomastah	-	-	-	-	-	14	0	0
1 ditto	-	-	-	-	-	9	8	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	3	0	0
1 Shroff	-	-	-	-	-	7	0	0
2 Peons (<i>@</i> 3½ R. each)	-	-	-	-	-	7	0	0
2 ditto (<i>@</i> 3 R. each)	-	-	-	-	-	6	0	0
1 Sweeper	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	15	0	0
Annasawmy Jyer, 1st Class Moonsiff of Shevagungah	-	-	-	-	-	140	0	0
Meenatcheesoondrom Pillay, Goomastah	-	-	-	-	-	14	0	0
1 ditto	-	-	-	-	-	9	8	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	3	0	0
1 Shroff	-	-	-	-	-	7	0	0
2 Peons (<i>@</i> 3½ R. each)	-	-	-	-	-	7	0	0
2 ditto (<i>@</i> 3 R. each)	-	-	-	-	-	6	0	0
1 Sweeper	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	15	0	0
W. Boulth, 1st Class Moonsiff of Paramagoody	-	-	-	-	-	140	0	0
Ramaswamy Jyen, Goomastah	-	-	-	-	-	14	0	0
1 Ditto	-	-	-	-	-	9	8	0
1 Ditto	-	-	-	-	-	8	0	0
1 Ditto	-	-	-	-	-	7	0	0
1 Ditto	-	-	-	-	-	6	0	0
1 Ditto	-	-	-	-	-	3	0	0
1 Shroff	-	-	-	-	-	7	0	0
2 Peons (<i>@</i> 3½ R. each)	-	-	-	-	-	7	0	0
2 Ditto (<i>@</i> 3 R. each)	-	-	-	-	-	6	0	0
1 Sweeper	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	15	0	0
						1,854	5	0
<i>Civil and Sessions Court of Salem</i>								
W. A. Forsyth, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
P. M. Ponoosawmy Pillay, Sheristadar	-	-	-	-	-	100	0	0
T. S. Sengula Pillay, Nazir	-	-	-	-	-	45	0	0
M. Saliaputty Moodely, Civil Record Keeper	-	-	-	-	-	35	0	0
T. Mootosawmy Chitty, Criminal ditto	-	-	-	-	-	30	0	0
G. Mootosawmy Chitty, Head Writer	-	-	-	-	-	70	0	0
P. Permal Pillay, English ditto	-	-	-	-	-	35	0	0
B. Adeseumpillay, Writer	-	-	-	-	-	24	8	0
S. Arreapootra Charry, ditto	-	-	-	-	-	20	0	0
T. Dewonoyogumpillay, ditto	-	-	-	-	-	17	0	0
Mahomed Gows Saib, Criminal Javobmevis	-	-	-	-	-	28	0	0
T. Sabaputty Pillay, Head Goomastah	-	-	-	-	-	21	0	0
B. Ramiah, Goomastah	-	-	-	-	-	17	8	0
P. Ramachendra Moodely, ditto	-	-	-	-	-	15	0	0
T. Nunjappa Naidoo, ditto	-	-	-	-	-	12	0	0
Streenevassa Moodely, ditto	-	-	-	-	-	10	0	0
A. Chedumbara Moodely, ditto	-	-	-	-	-	10	0	0
Streenevassa Rugava Charry, Goomastah	-	-	-	-	-	10	0	0
Goolam Hoossain Saib, Government Vakeel	-	-	-	-	-	21	0	0
Shroff	-	-	-	-	-	10	0	0
1 Moochee	-	-	-	-	-	7	0	0
1 Ructawan	-	-	-	-	-	3	8	0
1 Massaljee	-	-	-	-	-	4	0	0
1 Jadmally	-	-	-	-	-	3	8	0
Soobeenag, Dufladar	-	-	-	-	-	10	0	0
3 Deloyets (<i>@</i> 7 R. each)	-	-	-	-	-	21	0	0
1 Ditto	-	-	-	-	-	7	0	0
10 Peons (<i>@</i> 5½ R. each)	-	-	-	-	-	52	8	0
B. Kistnasawmy Naidoo, Foujdaree Translator	-	-	-	-	-	50	0	0
Huzee Fuzl Ally Khan, Moofly Sudder Ameen	-	-	-	-	-	200	0	0
Vencataramien, Head Goomastah	-	-	-	-	-	18	0	0
Cooppien, ditto	-	-	-	-	-	12	0	0
1 Ditto	-	-	-	-	-	8	0	0

SUPREME COURT OF JUDICATURE— <i>continued.</i>						Monthly Total.		
Civil and Sessions Court of Salem, Establishment— <i>continued.</i>						R.	A.	P.
1 Goomastah	-	-	-	-	-	7	0	0
Cooppa Row, Hindoo Sudder Amcen	-	-	-	-	-	200	0	0
Narasimma Charry, Head Goomastah	-	-	-	-	-	18	0	0
Laulkham, ditto	-	-	-	-	-	12	0	0
Ditto	-	-	-	-	-	8	0	0
Ditto	-	-	-	-	-	7	0	0
Meergoolamully Meerium, 1st Class Moonsiff of Kistnaghery	-	-	-	-	-	140	0	0
Seenevasscin, Head Goomastah	-	-	-	-	-	16	0	0
Kistna Row, ditto	-	-	-	-	-	12	0	0
D. Kistna Row, ditto	-	-	-	-	-	10	0	0
1 Ditto	-	-	-	-	-	8	4	0
2 Ditto @ 6r. each	-	-	-	-	-	12	0	0
2 Peons @ 5r. each	-	-	-	-	-	10	0	0
1 Massaljee	-	-	-	-	-	1	12	0
Saderward	-	-	-	-	-	15	0	0
Vencataramiah, 1st Class Moonsiff of Unmapettah	-	-	-	-	-	140	0	0
Mootosawmy Moodely, Head Goomastah	-	-	-	-	-	16	0	0
Vudlapilloy, ditto	-	-	-	-	-	12	0	0
Kistmen, ditto	-	-	-	-	-	10	0	0
1 Head Goomastah	-	-	-	-	-	8	4	0
1 Ditto	-	-	-	-	-	8	0	0
1 Ditto	-	-	-	-	-	6	0	0
2 Peons @ 4r. each	-	-	-	-	-	8	0	0
1 Massaljee	-	-	-	-	-	1	12	0
Saderward	-	-	-	-	-	15	0	0
C. Sunjeeveenaig, 2d Class Moonsiff of Namcul	-	-	-	-	-	115	0	0
Ramien, Head Goomastah	-	-	-	-	-	14	0	0
Veeyasa Row, ditto	-	-	-	-	-	10	0	0
1 Ditto	-	-	-	-	-	8	0	0
1 Ditto	-	-	-	-	-	7	0	0
1 Ditto	-	-	-	-	-	6	4	0
1 Ditto	-	-	-	-	-	5	0	0
2 Peons @ 4r. each	-	-	-	-	-	8	0	0
1 Massaljee	-	-	-	-	-	1	12	0
Saderward	-	-	-	-	-	10	0	0
C. Vencataramiah, 2d Class Moonsiff of Tripputtoor	-	-	-	-	-	115	0	0
Pommubalam Pillay, Head Goomastah	-	-	-	-	-	14	0	0
Soondaricn, ditto	-	-	-	-	-	10	0	0
1 Ditto	-	-	-	-	-	8	0	0
1 Ditto	-	-	-	-	-	6	0	0
1 Ditto	-	-	-	-	-	5	4	0
1 Ditto	-	-	-	-	-	5	0	0
2 Peons @ 5r. each	-	-	-	-	-	10	0	0
1 Massaljee	-	-	-	-	-	1	12	0
Saderward	-	-	-	-	-	10	0	0
Vencatasobbiah, 2d Class Moonsiff of Yadapaudy	-	-	-	-	-	115	0	0
Sashien, ditto	-	-	-	-	-	14	0	0
Ramien, ditto	-	-	-	-	-	10	0	0
1 Ditto	-	-	-	-	-	8	0	0
1 Ditto	-	-	-	-	-	7	0	0
1 Ditto	-	-	-	-	-	6	0	0
1 Ditto	-	-	-	-	-	5	0	0
2 Peons @ 4r. each	-	-	-	-	-	8	0	0
1 Massaljee	-	-	-	-	-	1	0	0
Saderward	-	-	-	-	-	10	0	0
Seobbish, 2d Class Moonsiff of O-soor	-	-	-	-	-	115	0	0
Socjyer Ally, Head Goomastah	-	-	-	-	-	14	0	0
Sashien, ditto	-	-	-	-	-	10	0	0
1 Ditto	-	-	-	-	-	8	0	0
1 Ditto	-	-	-	-	-	6	0	0
2 Ditto @ 5 1/2r. each	-	-	-	-	-	11	0	0
2 Peons @ 5r. each	-	-	-	-	-	10	0	0
1 Massaljee	-	-	-	-	-	1	0	0
Saderward	-	-	-	-	-	10	0	0
						2,369	8	0
<i>Civil and Sessions Court of Tinnevely.</i>						4,702 13 4		
W. Douglas, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
T. Vencata Row Sherishtadar	-	-	-	-	-	100	0	0
T. Vencatasawmy Naidoo, Head English Writer	-	-	-	-	-	70	0	0
G. Carlier, Poudarree Translator	-	-	-	-	-	50	0	0

SUPREME COURT OF JUDICATURE— <i>continued.</i>						Monthly Total.		
Civil and Sessions Court of Tinnevely, Establishment— <i>continued.</i>						R.	A.	P.
E. A. Godfrey, English Writer	-	-	-	-	-	35	0	0
Ponngosawmy Pillay, ditto	-	-	-	-	-	21	0	0
M. Rutnum Moodeliar, ditto	-	-	-	-	-	17	8	0
Cabaly Pillay, ditto	-	-	-	-	-	14	0	0
Mahommed Booran, Nazir	-	-	-	-	-	45	0	0
Bogavan Pillay, Civil Record Keeper	-	-	-	-	-	35	0	0
Abdul Rhyman, Criminal ditto	-	-	-	-	-	30	0	0
Sunhrasobhier, Javobneviss	-	-	-	-	-	28	0	0
Abthotharna Pillay, Goomastah	-	-	-	-	-	21	0	0
Nagalingam Pillay, ditto	-	-	-	-	-	15	0	0
Oomyacoonjarum Pillay, ditto	-	-	-	-	-	12	0	0
Shaik Ibrahim, ditto	-	-	-	-	-	10	8	0
Valayoodum Pillay, ditto	-	-	-	-	-	10	0	0
Shashagberry Rajoo, Government Vakeel	-	-	-	-	-	21	0	0
Gopalenchettyar, Shroff	-	-	-	-	-	10	0	0
1 Moochee	-	-	-	-	-	7	0	0
1 Ructwan	-	-	-	-	-	3	8	0
1 Massaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
Shik Madar, Duffadar	-	-	-	-	-	10	0	0
4 Deloyets (<i>@</i> 7R. each)	-	-	-	-	-	28	0	0
10 Naze's Peons (<i>@</i> 5½R. each)	-	-	-	-	-	52	8	0
Audimoolum, Jailer	-	-	-	-	-	20	0	0
Oomershah, Jamadar	-	-	-	-	-	14	0	0
1 Duffadar	-	-	-	-	-	7	0	0
23 Peons (<i>@</i> 5½R. each)	-	-	-	-	-	120	12	0
Mowlany Mohammed Tanuzzooddeen Hoossain Khan Saib, Sudder Ameen	-	-	-	-	-	200	0	0
Mactoom Sheriff, Head Goomastah	-	-	-	-	-	14	0	0
Gnamsoondrum Pillay, Goomastah	-	-	-	-	-	12	8	0
Ramiengur, ditto	-	-	-	-	-	10	8	0
1 ditto	-	-	-	-	-	8	0	0
Soobramanya Pillay, 2d Class Moonsiff of Nelliambalam	-	-	-	-	-	115	0	0
Veerabagoo Pillay, Head Goomastah	-	-	-	-	-	12	8	0
Sawmynatha Pillay, Deputy ditto	-	-	-	-	-	10	8	0
1 Goomastah	-	-	-	-	-	8	12	0
1 ditto	-	-	-	-	-	6	4	0
2 ditto (<i>@</i> 6R. each)	-	-	-	-	-	12	0	0
2 Peons (<i>@</i> 3½R. each)	-	-	-	-	-	7	0	0
Sweeper	-	-	-	-	-	3	0	0
Saderward	-	-	-	-	-	10	0	0
W. E. Carlier, 2d Class Moonsiff of Naudoomundalum	-	-	-	-	-	115	0	0
Sonachellum Pillay, Head Goomastah	-	-	-	-	-	12	0	0
1 Goomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	0	0
1 ditto	-	-	-	-	-	4	8	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	3	0	0
2 Peons (<i>@</i> 3½R. each)	-	-	-	-	-	7	0	0
2 Peons (<i>@</i> 3R. each)	-	-	-	-	-	6	0	0
1 Massaljee	-	-	-	-	-	2	0	0
1 Sweeper	-	-	-	-	-	0	8	0
Saderward	-	-	-	-	-	10	0	0
Mahommed Madar, 3d Class Moonsiff of Brammadasum	-	-	-	-	-	100	0	0
Soobramonin Pillay, Head Goomastah	-	-	-	-	-	10	8	0
1 Goomastah	-	-	-	-	-	8	8	0
1 ditto	-	-	-	-	-	6	4	0
1 ditto	-	-	-	-	-	5	4	0
2 ditto (<i>@</i> 5R. each)	-	-	-	-	-	10	0	0
2 Peons (<i>@</i> 3½R. each)	-	-	-	-	-	7	0	0
1 Massaljee and Sweeper	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	10	0	0
						1,590	1	0
<i>Civil and Sessions Court of Chittoor.</i>						3,923 9 4		
A. S. Mathison, Civil and Sessions Judge						2,383	5	4
ESTABLISHMENT.								
Secniah, Sheristadar	-	-	-	-	-	100	0	0
Streehevassienagar, Nazir	-	-	-	-	-	45	0	0
C. Setaaramiah, Civil Record Keeper	-	-	-	-	-	35	0	0
V. Seeta Row, Foujdaree ditto	-	-	-	-	-	30	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Chittoor, Establishment—continued.						R.	A.	P.
C. Sashachelliah, Head English Writer	-	-	-	-	-	70	0	0
M. Venkata Row, Writer	-	-	-	-	-	35	0	0
Y. Sashiah, ditto	-	-	-	-	-	24	8	0
G. Monin, ditto	-	-	-	-	-	20	0	0
Mooroogupah Moodelly, ditto	-	-	-	-	-	17	0	0
Ramasawmiah, Javobneviss	-	-	-	-	-	28	0	0
Gopaulacharry, Head Goomastah	-	-	-	-	-	21	0	0
Narrainsawmy Naik, ditto	-	-	-	-	-	17	8	0
C. Soobaroya Moodely, ditto	-	-	-	-	-	15	0	0
Durmaseva Moodely, ditto	-	-	-	-	-	12	0	0
Y. Ramiah, Goomastah	-	-	-	-	-	10	0	0
Aroonachella Moodelly, ditto	-	-	-	-	-	10	0	0
Jakoordoss, ditto	-	-	-	-	-	10	0	0
Mooneerutnumiah, Government Vakeel	-	-	-	-	-	21	0	0
Moonesawmy Chetty, Shroff	-	-	-	-	-	10	0	0
1 Moochee	-	-	-	-	-	7	0	0
1 Ructavan	-	-	-	-	-	3	8	0
Shaik Ibram, Duffadar	-	-	-	-	-	10	0	0
4 Daloyets @ 7r. each	-	-	-	-	-	28	0	0
10 Peons @ 5½r	-	-	-	-	-	52	8	0
1 Mussaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
V. Codundaram Naik Foujdaree, Translator	-	-	-	-	-	50	0	0
Goolam Mahomed Duiageer, Moofly Sudder Ameen	-	-	-	-	-	200	0	0
Sambiah, Head Goomastah	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	9	0	0
3 ditto @ 7r. each	-	-	-	-	-	21	0	0
1 Peon	-	-	-	-	-	3	0	0
C. Buckha Row, Hindoo Sudder Ameen	-	-	-	-	-	200	0	0
Ramiah, Head Goomastah	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	9	0	0
3 ditto @ 7r. each	-	-	-	-	-	21	0	0
1 Peon	-	-	-	-	-	3	0	0
Gungadara Row, 1st Class Moonsiff of Vellore	-	-	-	-	-	140	0	0
Sectaramiah, Head Goomastah	-	-	-	-	-	18	0	0
Balakistnasastry, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 Shroff	-	-	-	-	-	8	0	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	3	0	0
Saderward	-	-	-	-	-	15	0	0
V. Kristnamacharry, 2d Class Moonsiff of Cholinghur	-	-	-	-	-	115	0	0
Rama Row, Head Goomastah	-	-	-	-	-	15	0	0
1 ditto	-	-	-	-	-	8	0	0
3 Goomastahs @ 7r. each	-	-	-	-	-	21	0	0
1 ditto	-	-	-	-	-	6	0	0
2 Peons at 3½r. each	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	3	0	0
Saderward	-	-	-	-	-	10	0	0
T. Soondracharry, 1st Class Moonsiff of Calastry	-	-	-	-	-	140	0	0
Sashagery Row, Head Goomastah	-	-	-	-	-	18	0	0
Appoo Row, ditto	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 Shroff	-	-	-	-	-	8	0	0
2 Peons at 3½r. each	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	3	0	0
Saderward	-	-	-	-	-	15	0	0
Hamud Hoossain, 2d Class Moonsiff of Trinittoor	-	-	-	-	-	115	0	0
Ragavacharry, Head Goomastah	-	-	-	-	-	15	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	7	0	0
1 Shroff	-	-	-	-	-	7	0	0
2 Peons @ 3½r. each	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	3	0	0
Saderward	-	-	-	-	-	10	0	0
V. Soondur Naik, 1st Class Moonsiff of Goodajatum	-	-	-	-	-	140	0	0
Veeraragavareddy, Head Goomastah	-	-	-	-	-	18	0	0
Teroovengadacharlgo, Goomastah	-	-	-	-	-	10	0	0

SUPERME COURT OF JUDICATURE— <i>continued.</i>						Monthly Total.		
Civil and Sessions Court of Chittoor, Establishment— <i>continued.</i>						R.	A.	P.
1 Goomastah	-	-	-	-	-	9	0	0
1 ditto	-	-	-	-	-	0	8	0
1 ditto	-	-	-	-	-	7	0	0
1 Shroff	-	-	-	-	-	8	0	0
2 Peons @ 3½ R. each	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	3	0	0
Saderward	-	-	-	-	-	15	0	0
						2,224	8	0
<i>Civil and Sessions Court of Honore.</i>								
F. Lascelles, Civil and Sessions Judge	-	-	-	-	-	1,750	0	0
ESTABLISHMENT.								
B. V. D. Rozario, Sheristadar	-	-	-	-	-	100	0	0
Syed Humud, Nazir	-	-	-	-	-	45	0	0
Shantaya, Civil Record Keeper	-	-	-	-	-	35	0	0
Mungoonathaya, Criminal ditto	-	-	-	-	-	30	0	0
(Vacant) Head Writer	-	-	-	-	-	70	0	0
Larence Fernandez, English Writer	-	-	-	-	-	35	0	0
N. J. D'Sylva, ditto	-	-	-	-	-	25	0	0
John D'Sylva, ditto	-	-	-	-	-	24	8	0
L. P. Fernandez, ditto	-	-	-	-	-	21	0	0
J. F. Pinto, ditto	-	-	-	-	-	17	8	0
Annapah, Jervabnevis	-	-	-	-	-	28	0	0
Appaya, Goomastah	-	-	-	-	-	21	0	0
G. Soob Row, ditto	-	-	-	-	-	17	8	0
G. Soob Row, ditto	-	-	-	-	-	17	0	0
Shantapa, ditto	-	-	-	-	-	16	0	0
N. Mungueshiya, ditto	-	-	-	-	-	10	8	0
Shaik Ismal, ditto	-	-	-	-	-	10	0	0
Narain Row, ditto	-	-	-	-	-	10	0	0
Venateshya, Government Vakeel	-	-	-	-	-	21	0	0
Narsapa, Shroff	-	-	-	-	-	10	0	0
1 Moochee	-	-	-	-	-	7	0	0
1 Kuctawan	-	-	-	-	-	3	8	0
1 Masseljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
1 Duffadar	-	-	-	-	-	10	0	0
4 Deloyets @ 7 R. each	-	-	-	-	-	28	0	0
10 Peons @ 5½ R. each	-	-	-	-	-	52	8	0
S. S. M. Saldanah, Foujdaree Translator	-	-	-	-	-	50	0	0
Francisca D. Souza, Jailor	-	-	-	-	-	20	0	0
J. J. D. Siqueira, Jemedar	-	-	-	-	-	14	0	0
1 Duffadar	-	-	-	-	-	7	0	0
12 Peons @ 5 R. each	-	-	-	-	-	60	0	0
Kimayelally Khan Sahib, Moofly Sudder Ameen	-	-	-	-	-	280	0	0
Devapah, Head Goomastah	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	8	0	0
2 ditto @ 7 R. each	-	-	-	-	-	14	0	0
1 ditto	-	-	-	-	-	6	0	0
1 Peon	-	-	-	-	-	5	0	0
Gunnappaya, 1st Class Moonsiff of Sirey	-	-	-	-	-	140	0	0
Nursappa, Head Goomastah	-	-	-	-	-	10	0	0
1 Goomastah	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
2 ditto @ 5 R. each	-	-	-	-	-	10	0	0
3 Ameens at 4 R. each	-	-	-	-	-	12	0	0
1 Duffadar	-	-	-	-	-	4	0	0
7 Peons @ 3 R. each	-	-	-	-	-	21	0	0
Saderward	-	-	-	-	-	15	0	0
L. S. Rozario, 2d Class Moonsiff of Honore	-	-	-	-	-	115	0	0
C. Annapah, Head Goomastah	-	-	-	-	-	10	0	0
2 ditto @ 6 R. each	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	5	0	0
1 ditto	-	-	-	-	-	4	0	0
3 Ameens @ 4 R. each	-	-	-	-	-	12	0	0
1 Duffadar	-	-	-	-	-	4	0	0
2 Peons @ 2½ R. each	-	-	-	-	-	5	0	0
3 ditto @ 2 R. each	-	-	-	-	-	6	0	0
1 Massaljee	-	-	-	-	-	2	0	0
Saderward	-	-	-	-	-	10	0	0
L. Narniah, 2d Class Moonsiff of Cundapoor	-	-	-	-	-	115	0	0
1 Head Goomastah	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Honore, Establishment—continued.						R.	A.	P.
2 Goomastahs @ 6r. each	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	5	0	0
3 Ameens @ 4r. each	-	-	-	-	-	12	0	0
1 Peon	-	-	-	-	-	3	0	0
1 ditto	-	-	-	-	-	2	8	0
4 ditto @ 2r. each	-	-	-	-	-	8	0	0
1 Massajee	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	10	0	0
C. Lutchmia, 2d Class Moonsiff of Ankola	-	-	-	-	-	115	0	0
2 Head Goomastahs @ 9r. each	-	-	-	-	-	18	0	0
1 ditto	-	-	-	-	-	5	8	0
1 ditto	-	-	-	-	-	5	0	0
1 ditto	-	-	-	-	-	3	12	0
2 Ameens @ 4½r. each	-	-	-	-	-	9	0	0
1 Peon	-	-	-	-	-	3	0	0
3 ditto @ 2r. 12A. each	-	-	-	-	-	8	4	0
2 ditto @ 2r. 8A. each	-	-	-	-	-	5	0	0
1 Massajee	-	-	-	-	-	2	8	0
Saderward	-	-	-	-	-	10	0	0
Munjin, 2d Class Moonsiff of Soopah	-	-	-	-	-	115	0	0
C. Devapah, Head Goomastah	-	-	-	-	-	11	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	0	0
3 Ameens @ 4r. each	-	-	-	-	-	12	0	0
1 Duffadar	-	-	-	-	-	4	0	0
5 Peons @ 3r. each	-	-	-	-	-	15	0	0
Saderward	-	-	-	-	-	10	0	0
						2,113	8	0
Civil and Sessions Court of Mangalore.								
F. Anderson, Civil and Sessions Judge	-	-	-	-	-	2,333	5	4
ESTABLISHMENT.								
Abdool Cauder, Sheristadar	-	-	-	-	-	100	0	0
Antonia Vass, Nazir	-	-	-	-	-	45	0	0
Munjunmathia, Civil Record Keeper	-	-	-	-	-	35	0	0
Shreevevas Row, Criminal ditto	-	-	-	-	-	30	0	0
F. Saldanah, Head Writer	-	-	-	-	-	70	0	0
John D. Vas, English Writer	-	-	-	-	-	35	0	0
B. C. Coelho, ditto	-	-	-	-	-	24	8	0
F. E. Saldanah, ditto	-	-	-	-	-	21	0	0
Ramachendrach, ditto	-	-	-	-	-	17	8	0
M. V. Peres, ditto	-	-	-	-	-	14	0	0
Mungues Raya, Javabnevees	-	-	-	-	-	28	0	0
Zeenoolabdeen, Head Goomastah	-	-	-	-	-	24	8	0
Devappa, Goomastah	-	-	-	-	-	21	0	0
Mylaren, ditto	-	-	-	-	-	17	8	0
J. B. Noronha, ditto	-	-	-	-	-	17	8	0
Ramappa, ditto	-	-	-	-	-	16	0	0
Mahomed Mooradeen, ditto	-	-	-	-	-	10	8	0
Munjunathia, ditto	-	-	-	-	-	10	0	0
P. Gonsalves, ditto	-	-	-	-	-	10	0	0
Anuntya, Government Vakcel	-	-	-	-	-	21	0	0
Narna Bundary, Shroff	-	-	-	-	-	10	0	0
1 Moohy	-	-	-	-	-	7	0	0
1 Ructawan	-	-	-	-	-	3	8	0
1 Mussajee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
4 Dheleyets @ 7r. each	-	-	-	-	-	28	0	0
Sheik Daood, Duffadar	-	-	-	-	-	10	0	0
10 Peons @ 5½r. each	-	-	-	-	-	52	8	0
N. J. Coelho, Foudaree Translator	-	-	-	-	-	50	0	0
Mahomed Koodut Gany, Mahomedan Sudder Ameen	-	-	-	-	-	200	0	0
Moodlaygherryappa, Head Goomastah	-	-	-	-	-	12	0	0
1 Goomastah	-	-	-	-	-	8	0	0
2 ditto @ 7r. each	-	-	-	-	-	14	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	0	0
Munjappaya, Sudder Ameen	-	-	-	-	-	200	0	0
Purmaya, Head Goomastah	-	-	-	-	-	12	0	0
2 Goomastahs @ 8r. each	-	-	-	-	-	16	0	0
2 ditto @ 6r. each	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	5	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Civil and Sessions Court of Mangalore, Establishments—continued.						R.	A.	P.
						R.	A.	P.
Venkappaya, Sudder Ameen	-	-	-	-	-	200	0	0
Shevarow, Head Goomastah	-	-	-	-	-	12	8	0
2 Goomastahs @ 9½r. each	-	-	-	-	-	19	0	0
1 ditto	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	8	0
N. J. Saldanah, 1st Class Moonsiff of Mangalore	-	-	-	-	-	140	0	0
Narnappa, Head Goomastah	-	-	-	-	-	10	0	0
1 ditto	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	5	0	0
2 ditto @ 3r. each	-	-	-	-	-	6	0	0
3 Ameens @ 4r. each	-	-	-	-	-	12	0	0
1 Duffadar	-	-	-	-	-	3	8	0
1 Peon	-	-	-	-	-	3	0	0
3 Peons @ 2½r. each	-	-	-	-	-	7	8	0
4 Peons @ 2r. each	-	-	-	-	-	8	0	0
Saderward	-	-	-	-	-	15	0	0
Moujoonathaya, 1st Class Moonsiff of Bekul	-	-	-	-	-	140	0	0
1 Head Goomastah	-	-	-	-	-	9	0	0
2 Goomastahs @ 7r. each	-	-	-	-	-	14	0	0
2 ditto @ 6r. each	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	5	0	0
1 ditto	-	-	-	-	-	3	0	0
3 Ameens @ 4r. each	-	-	-	-	-	12	0	0
1 Head Peon	-	-	-	-	-	3	0	0
4 Peons @ 2½r. each	-	-	-	-	-	10	0	0
1 Massaljee	-	-	-	-	-	2	0	0
Saderward	-	-	-	-	-	15	0	0
Dassappah, 1st Class Moonsiff of Burtwall	-	-	-	-	-	140	0	0
1 Head Goomastah	-	-	-	-	-	9	0	0
2 Goomastahs @ 6r. each	-	-	-	-	-	12	0	0
2 ditto @ 5r. each	-	-	-	-	-	10	0	0
1 Goomastah	-	-	-	-	-	3	8	0
1 ditto	-	-	-	-	-	3	0	0
3 Ameens @ 4r. each	-	-	-	-	-	12	0	0
5 Peons @ 2½r. each	-	-	-	-	-	12	0	0
4 ditto @ 2r. each	-	-	-	-	-	8	0	0
Saderward	-	-	-	-	-	15	0	0
J. J. Saldanah, 1st Class Moonsiff of Barcoor	-	-	-	-	-	140	0	0
1 Head Goomastah	-	-	-	-	-	8	0	0
1 Goomastah	-	-	-	-	-	7	8	0
1 ditto	-	-	-	-	-	7	0	0
1 ditto	-	-	-	-	-	6	8	0
2 ditto @ 4r. each	-	-	-	-	-	8	0	0
1 ditto	-	-	-	-	-	2	8	0
3 Ameens at 4r. each	-	-	-	-	-	12	0	0
1 Head Peon	-	-	-	-	-	3	8	0
2 Peons @ 2½r. each	-	-	-	-	-	5	0	0
5 ditto @ 2r. each	-	-	-	-	-	10	0	0
Saderward	-	-	-	-	-	15	0	0
Devappah, 2d Class Moonsiff of Canp	-	-	-	-	-	115	0	0
1 Head Goomastah	-	-	-	-	-	7	0	0
2 Goomastahs @ 6r. each	-	-	-	-	-	12	0	0
1 ditto	-	-	-	-	-	4	0	0
1 ditto	-	-	-	-	-	3	8	0
2 ditto @ 3r. each	-	-	-	-	-	6	0	0
2 Ameens @ 3½r. each	-	-	-	-	-	7	0	0
1 Duffadar	-	-	-	-	-	3	0	0
3 Peons @ 2½r. each	-	-	-	-	-	7	8	0
5 ditto @ 2r. each	-	-	-	-	-	10	0	0
Saderward	-	-	-	-	-	10	0	0
Unnapah, 2d Class Moonsiff of Ooperungaddy	-	-	-	-	-	115	0	0
1 Head Goomastah	-	-	-	-	-	8	0	0
1 Goomastah	-	-	-	-	-	6	0	0
1 ditto	-	-	-	-	-	5	0	0
2 ditto @ 4r. each	-	-	-	-	-	8	0	0
1 Goomastah	-	-	-	-	-	3	0	0
2 Ameens at 4r. each	-	-	-	-	-	8	0	0
1 Duffadar	-	-	-	-	-	3	8	0
5 Peons at 2½r. each	-	-	-	-	-	12	8	0
3 ditto at 2r.	-	-	-	-	-	6	0	0
Saderward	-	-	-	-	-	10	0	0
						2,741	8	0
							5,074	13 4

SUPREME COURT OF JUDICATURE—continued.					Monthly Total.		
<i>Civil and Sessions Court of Tellicherry.</i>					R.	A.	P.
H. Frere, Civil and Sessions Judge	-	-	-	-	2,383	5	4
ESTABLISHMENT.							
S. John Larport, Sheristadar	-	-	-	-	100	0	0
K. Mamally, Nazir	-	-	-	-	45	0	0
N. Probhoo, Civil Record Keeper	-	-	-	-	35	0	0
Ramachendra Bundary, Assistant ditto	-	-	-	-	20	0	0
Chooria Ramen, Criminal ditto	-	-	-	-	30	0	0
Leonardo de Rosario, Head Writer	-	-	-	-	70	0	0
John Biber, English ditto	-	-	-	-	35	0	0
Demingo de Cruz, ditto	-	-	-	-	24	8	0
J. M. De Silva, ditto	-	-	-	-	21	0	0
John Henry Schmidt, ditto	-	-	-	-	17	8	0
P. Krishna Menon, Javabnavies	-	-	-	-	28	0	0
V. Krishnan, Goomastah	-	-	-	-	21	0	0
Almod Khan, ditto	-	-	-	-	17	8	0
K. Krishna Menon	-	-	-	-	17	0	0
Keycherry Krishna, ditto	-	-	-	-	16	0	0
P. Govinden, ditto	-	-	-	-	10	8	0
D. Soobrow, ditto	-	-	-	-	10	0	0
P. Cannen, ditto	-	-	-	-	10	0	0
Amboo Podival, Government Vakcel	-	-	-	-	21	0	0
Sheshagurrey, Shroff	-	-	-	-	10	0	0
1 Moochee	-	-	-	-	7	0	0
1 Ructavan	-	-	-	-	3	8	0
1 Massaljee	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	3	8	0
4 Daloyets @ 7r. each	-	-	-	-	28	0	0
Tayen Tamukaren, Duffadar	-	-	-	-	10	0	0
10 Peons at 5½r. each	-	-	-	-	52	8	0
J. Pereira, Foujdaree Translator	-	-	-	-	50	0	0
Mahomed Ghouse, Moofly Sudder Ameen	-	-	-	-	200	0	0
O. Govinda Podwal, Goomastah	-	-	-	-	10	0	0
1 ditto	-	-	-	-	9	0	0
1 ditto	-	-	-	-	8	0	0
1 ditto	-	-	-	-	7	0	0
1 ditto	-	-	-	-	6	0	0
1 ditto	-	-	-	-	5	0	0
Thomas Swyny, 1st Class Moonsiff of Tellicherry	-	-	-	-	140	0	0
H. Govinda Menon, Goomastah	-	-	-	-	14	0	0
Vanote Cannen, ditto	-	-	-	-	10	0	0
2 ditto at 7r. each	-	-	-	-	14	0	0
1 ditto	-	-	-	-	6	0	0
1 ditto	-	-	-	-	5	0	0
1 ditto	-	-	-	-	4	8	0
1 ditto	-	-	-	-	4	0	0
1 ditto	-	-	-	-	3	8	0
2 Peons at 3½r. each	-	-	-	-	7	0	0
1 Massaljee	-	-	-	-	2	0	0
Sanderward	-	-	-	-	15	0	0
Hurry, 2d Class Moonsiff of Cartinaud	-	-	-	-	115	0	0
C. Camaren, Goomastah	-	-	-	-	10	8	0
P. Coonby Cotty, ditto	-	-	-	-	10	0	0
T. V. Krishna, ditto	-	-	-	-	10	0	0
1 ditto	-	-	-	-	7	0	0
1 ditto	-	-	-	-	6	0	0
1 ditto	-	-	-	-	4	0	0
1 ditto	-	-	-	-	3	8	0
2 Peons at 3½r. each	-	-	-	-	7	0	0
1 Massaljee	-	-	-	-	2	0	0
Saderward	-	-	-	-	10	0	0
Shastivyen, 2d Class Moonsiff of Irvynaud	-	-	-	-	115	0	0
C. Coonby Cotty, Goomastah	-	-	-	-	10	8	0
R. Rama Menon, ditto	-	-	-	-	10	0	0
Ishwara Patter, ditto	-	-	-	-	10	0	0
1 ditto	-	-	-	-	7	0	0
1 ditto	-	-	-	-	6	0	0
1 ditto	-	-	-	-	4	0	0
1 ditto	-	-	-	-	3	8	0
2 Peons at 3½r. each	-	-	-	-	7	0	0
1 Massaljee	-	-	-	-	2	0	0
Saderward	-	-	-	-	10	0	0
O. Shungara Menon, 2d Class Moonsiff of Cayye	-	-	-	-	115	0	0
K. Rama Menon, Goomastah	-	-	-	-	10	8	0

SUPREME COURT OF JUDICATURE—continued.			Monthly Total.		
Civil and Sessions Court of Tellicherry, Establishment—continued.			R.	A.	P.
Koonjoo Menon, Goomastah	-	-	10	0	0
Tekkumbaden Anenden, ditto	-	-	10	0	0
1 ditto	-	-	7	0	0
1 ditto	-	-	6	0	0
1 ditto	-	-	4	0	0
1 ditto	-	-	3	8	0
2 Peons at 3½r. each	-	-	7	0	0
1 Massaljee	-	-	2	0	0
Saderward	-	-	10	0	0
M. Chandoo Menon, 2d Class Moonsiff of Wynaad	-	-	115	0	0
V. Chalyam, Goomastah	-	-	14	0	0
Laxavana, ditto	-	-	10	0	0
Dharapoorom Pootty, ditto	-	-	10	0	0
1 ditto	-	-	7	0	0
2 ditto at 5r. each	-	-	10	0	0
2 Peons at 3½r.	-	-	7	0	0
1 Massaljee	-	-	2	0	0
Saderward	-	-	10	0	0
P. M'Manus, Jailer	-	-	15	0	0
Eroncot Onny Cootty, Jemadar	-	-	14	0	0
1 Duffadar	-	-	7	0	0
18 Kolkars at 5r. each	-	-	90	0	0
1 Halacore	-	-	4	0	0
<i>Udabut Court of Combaconum.</i>			2,057	8	0
G. M. Swinton, Assistant Judge	-	-	1,400	0	0
ESTABLISHMENT.			159	0	0
Annasawmy Moodeliar, Head Writer	-	-	40	0	0
Anagregum Pillay, Writer	-	-	16	0	0
Coopposawmyah, Head Goomastah	-	-	40	0	0
Sawmy Jyah, Goomastah	-	-	16	0	0
Vencatachelliah, ditto	-	-	13	0	0
2 Deloyets at 7r. each	-	-	14	0	0
4 Peons at 5r.	-	-	20	0	0
<i>Subordinate Court at Combaconum.</i>			1,400	0	0
T. H. Davidson, Subordinate Judge	-	-	1,400	0	0
ESTABLISHMENT.			821	0	0
Sandappa Pillay, Sheristadar	-	-	90	0	0
Letchoomana Pillay, Nazir	-	-	45	0	0
Viswanada Row, Civil Record Keeper	-	-	35	0	0
Ramanjooloo Naick, Criminal ditto	-	-	30	0	0
Appasawmy Pillay, Head Writer	-	-	70	0	0
Omiah Naick, English Writer	-	-	35	0	0
Vengutrumgum Naick, ditto	-	-	24	8	0
Ponnoosawmy Pillay, ditto	-	-	21	0	0
Madooranovagum Pillay, ditto	-	-	17	8	0
Samuel Pillay, ditto	-	-	14	0	0
Annah Pellay, Javabnevis	-	-	28	0	0
Appoo Pillay, Goomastah	-	-	24	8	0
Soobbiah, ditto	-	-	17	8	0
Aununtaramiah, ditto	-	-	14	0	0
Soobramanca Jyer, ditto	-	-	14	0	0
Jyatory Moodeliar, ditto	-	-	10	8	0
Runganada Pillay, ditto	-	-	10	8	0
Agamadoollah Saib, ditto	-	-	10	0	0
Sawmydos Pillary, Shroff	-	-	10	0	0
1 Moochee	-	-	7	0	0
1 Ructavan	-	-	3	8	0
1 Massaljee	-	-	4	0	0
1 Sweeper	-	-	3	8	0
Tanappa Naick, Duffadar	-	-	10	0	0
4 Deloyets @ 7r. each	-	-	28	0	0
12 Peons @ 5½r. each	-	-	63	0	0
S. Keyte, Jailer	-	-	20	0	0
Fakoordeen Saib, Jamadar	-	-	14	0	0
1 Duffadar	-	-	7	0	0
20 Peons @ 5½r. each	-	-	105	0	0
Appoo, First Dresser	-	-	35	0	0
			2,221	0	0

SUPREME COURT OF JUDICATURE—continued.							Monthly Total.					
Subordinate Court of Cuddapah.				R.	A.	P.	R.	A.	P.	R.	A.	P.
A. Hathaway, Subordinate Judge				-	-	-	1,400	0	0			
ESTABLISHMENT.												
V. Ragaviah, Sheristadar				-	-	-	90	0	0			
P. Vencatrow, Nazir				-	-	-	45	0	0			
T. Soondaramiah, Civil Record Keeper				-	-	-	35	0	0			
K. Lutchemenursoo, Criminal ditto				-	-	-	30	0	0			
J. J. Blake, Head English Writer				-	-	-	70	0	0			
B. Streeramooloo Naidoo, English Writer				-	-	-	35	0	0			
P. Ramasawmy Naidoo, ditto				-	-	-	24	8	0			
P. Vencatasawmy Naidoo, ditto				-	-	-	21	0	0			
M. O. Connor, ditto				-	-	-	17	8	0			
E. J. Taylor, ditto				-	-	-	14	0	0			
A. Gooroovaranze, Javabniviss				-	-	-	28	0	0			
A. Gooroonadahrow, Head Gomastah				-	-	-	24	8	0			
R. Ramannah, Goomastah				-	-	-	17	8	0			
S. Amundappah, ditto				-	-	-	14	0	0			
K. Kodundaramiah, ditto				-	-	-	14	0	0			
Rungiah Charles, ditto				-	-	-	10	8	0			
C. Veerasawmy Naidoo, Goomastah				-	-	-	10	8	0			
S. Vencatragayacharloo, Goomastah				-	-	-	10	0	0			
A. Vencappah, Shroff				-	-	-	10	0	0			
1 Moohy				-	-	-	7	0	0			
1 Ruetwan				-	-	-	3	8	0			
1 Massaljee				-	-	-	4	0	0			
1 Sweeper				-	-	-	3	8	0			
Soobakursing, Head Peon				-	-	-	10	0	0			
4 Daloyets @ 7r. each				-	-	-	28	0	0			
12 Court Peons @ 5½r. each				-	-	-	63	0	0			
1 Executioner				-	-	-	5	4	0			
T. O'Conner, Jailer				-	-	-	20	0	0			
Hanoomappah, Jamadar				-	-	-	14	0	0			
1 Vakeel				-	-	-	7	0	0			
2 Duffadars @ 7r. each				-	-	-	14	0	0			
2 Naigues @ 6r. ditto				-	-	-	12	0	0			
40 Peons @ 5r. ditto				-	-	-	200	0	0			
							912	4	0			
Subordinate Court of Salem.										2,312	4	0
R. R. Cotton, Subordinate Judge				-	-	-	1,400	0	0			
ESTABLISHMENT.												
Vencataramiah, Sheristadar				-	-	-	90	0	0			
Baulojie Row, Nazir				-	-	-	45	0	0			
Rungasawmy Moodr, Civil Record Keeper				-	-	-	35	0	0			
Sadagopoharry, Criminal Record Keeper				-	-	-	30	0	0			
Jyaloo Naidoo, Head Writer				-	-	-	70	0	0			
Anunda Row, English Writer				-	-	-	35	0	0			
Balakistna Chitty, ditto				-	-	-	24	8	0			
Goolamulle Saib, ditto				-	-	-	21	0	0			
Colundavaloo, Moodr, ditto				-	-	-	17	8	0			
Cooposawmy Naidoo, English Writer				-	-	-	14	0	0			
Sabaputty Moodelly, Javabnavies				-	-	-	28	0	0			
Ramasawmy Jyah, Goomastah				-	-	-	24	8	0			
Soobburoya, Moodely, ditto				-	-	-	17	8	0			
Rungasawmy Naick, ditto				-	-	-	14	0	0			
Chockalinga Pillay, ditto				-	-	-	14	0	0			
Kaderelly Saib, ditto				-	-	-	10	8	0			
Jyasawmy Pillay, ditto				-	-	-	10	8	0			
Shreevassava Moodely, ditto				-	-	-	10	0	0			
Meotto sawmy Chetty, Shroff				-	-	-	10	0	0			
1 Moohy				-	-	-	7	0	0			
1 Ruetavan				-	-	-	3	8	0			
1 Massaljee				-	-	-	4	0	0			
1 Sweeper				-	-	-	3	8	0			
Annoomuntasing, Duffadar				-	-	-	10	0	0			
4 Dalayets @ 7r. each				-	-	-	28	0	0			
12 Peons @ 5½r. each				-	-	-	63	0	0			
Shaik Emam, Jailer				-	-	-	20	0	0			
Maduruppa, Jamadar				-	-	-	14	0	0			
1 Duffadar				-	-	-	7	0	0			
20 Peons at 5½r. each				-	-	-	105	0	0			
							786	0	0			
										2,136	0	0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.	
<i>Subordinate Court of Calicut.</i>						R.	A.
R.	A.	P.	R.	A.	P.	R.	A.
H. D. Cook, Subordinate Judge	-	-	-	-	-	1,400	0 0
ESTABLISHMENT.							
John William Schmidt, Head Writer	-	-	-	-	-	70	0 0
John Morouha, English Writer	-	-	-	-	-	35	0 0
Joaquim Mariode Arango, ditto	-	-	-	-	-	24	8 0
Gabriel Antonio Gonsalvez, ditto	-	-	-	-	-	21	0 0
A. Pereira de Silva, English Writer	-	-	-	-	-	17	8 0
Thomas Joseph Platel, ditto	-	-	-	-	-	14	0 0
1 Moochy	-	-	-	-	-	7	0 0
Maureco La Bouchardier, Sheristadar	-	-	-	-	-	90	0 0
Syed Mahamed, Nazir	-	-	-	-	-	45	0 0
Pattata Shungara Marar, Civil Record Keeper	-	-	-	-	-	35	0 0
Pooliakole Itterarapa Menon, Criminal ditto	-	-	-	-	-	30	0 0
Parakel Rama Menon, Jewalnavees	-	-	-	-	-	28	0 0
Trikundoor Kondy Menon, Head Gomashah	-	-	-	-	-	24	8 0
Seyed Mahamed Lakaff, Gomashah	-	-	-	-	-	17	8 0
Valoova Odena Numbiar, ditto	-	-	-	-	-	14	0 0
Palapratha Rama Menon, ditto	-	-	-	-	-	14	0 0
Koyalata Amboo Menon, ditto	-	-	-	-	-	10	8 0
Rama Chundra Ayen, ditto	-	-	-	-	-	10	8 0
Palakoorsly Coonjoo Menon, ditto	-	-	-	-	-	10	0 0
Soobramany Ayen, Shroff	-	-	-	-	-	10	0 0
Shaik Ally, Duffadar	-	-	-	-	-	10	0 0
4 Deloyets @ 7r. each	-	-	-	-	-	28	0 0
12 Peons @ 5½r. each	-	-	-	-	-	63	0 0
1 Ruetwan	-	-	-	-	-	3	8 0
1 Mussaljee	-	-	-	-	-	4	0 0
1 Sweeper	-	-	-	-	-	3	0 0
1 Jailer	-	-	-	-	-	20	0 0
1 Jemadar	-	-	-	-	-	14	0 0
1 Duffadar	-	-	-	-	-	7	0 0
1 Naigne	-	-	-	-	-	6	0 0
30 Peons	-	-	-	-	-	150	0 0
2 Mussaljees and 1 Halalcore	-	-	-	-	-	10	4 7
1 Blacksmith	-	-	-	-	-	5	0 0
						852	4 7
<i>Subordinate Court of Rajahmundry.</i>							
J. J. Cotton, Subordinate Judge	-	-	-	-	-	1,400	0 0
ESTABLISHMENT.							
A. Vencatapatty, Sheristadar	-	-	-	-	-	90	0 0
V. Brahmalingam, Nazir	-	-	-	-	-	45	0 0
M. Janakiamiah, Civil Record Keeper	-	-	-	-	-	35	0 0
G. Seetapatty, Criminal Record Keeper	-	-	-	-	-	30	0 0
S. H. Cully, Head English Writer	-	-	-	-	-	70	0 0
D. Ramachendrarow, English Writer	-	-	-	-	-	35	0 0
M. Sombrasevarow, ditto	-	-	-	-	-	24	8 0
M. Venketsoobbarow, ditto	-	-	-	-	-	21	0 0
G. Gooravanah, ditto	-	-	-	-	-	17	8 0
Y. Boocheramiah, ditto	-	-	-	-	-	14	0 0
S. Nursingarow, Javobneviss,	-	-	-	-	-	28	0 0
S. Kanakachalum, Head Gomashah	-	-	-	-	-	24	8 0
Esmal Sahib, Goomastah	-	-	-	-	-	17	8 0
S. Rungaprasad, ditto	-	-	-	-	-	14	0 0
G. Narasimham, ditto	-	-	-	-	-	10	0 0
D. Venkatreddy, ditto	-	-	-	-	-	10	8 0
V. Pracaum, ditto	-	-	-	-	-	10	8 0
M. Phascarow, ditto	-	-	-	-	-	10	0 0
A. Mootyaloo, Shroff	-	-	-	-	-	10	0 0
1 Moochce	-	-	-	-	-	7	0 0
1 Ruetwan	-	-	-	-	-	3	8 0
1 Mashaljee	-	-	-	-	-	4	0 0
1 Sweeper	-	-	-	-	-	3	8 0
Kristnojee, Duffadar	-	-	-	-	-	10	0 0
4 Deloyets @ 7r. each	-	-	-	-	-	28	0 0
12 Peons @ 5½r. each	-	-	-	-	-	63	0 0
James Kerr, Jailer	-	-	-	-	-	20	0 0
N. Venkdtroydoo, Jemadar	-	-	-	-	-	14	0 0
22 Peons @ 5r. each	-	-	-	-	-	110	0 0
1 Ironsmith	-	-	-	-	-	5	0 0
1 Barber	-	-	-	-	-	4	8 0
						793	8 0

2,252 4 7

2,193 8 0

P 4

SUPREME COURT OF JUDICATURE—continued.					Monthly Total.		
<i>Principal Sudder Ameen's Court at Chingleput.</i>					R.	₹.	P.
M. G. Ferumalacharear, Principal Sudder Ameen	-	-	-	-	500	0	0
ESTABLISHMENT.							
C. Veerasawny Pillay, Sheristadar	-	-	-	-	90	0	0
Mahommed Selar, Nazir	-	-	-	-	45	0	0
Narasimha Row, Civil Record Keeper	-	-	-	-	30	0	0
C. Kistna Row, Javabnevis	-	-	-	-	24	8	0
Ramasamy Jyer, Criminal Record Keeper	-	-	-	-	17	8	0
Soobhah Naik, Head Writer	-	-	-	-	50	0	0
Seyah Moodely, English Writer	-	-	-	-	31	8	0
Govindiengar, ditto	-	-	-	-	21	0	0
Sama Row, ditto	-	-	-	-	14	0	0
C. Annasamy Moodily	-	-	-	-	10	8	0
Sectapathce Pillay, Goomastah	-	-	-	-	21	0	0
Sashadry Pillay, ditto	-	-	-	-	17	8	0
Moonesamy Naik, ditto	-	-	-	-	10	8	0
Kristnasamy Jyer, ditto	-	-	-	-	10	8	0
1 ditto	-	-	-	-	8	0	0
A. Ramasamy Naik, Shroff	-	-	-	-	10	0	0
1 Moochee	-	-	-	-	7	0	0
1 Duffadar	-	-	-	-	7	0	0
4 Daloyets @ 6r. each	-	-	-	-	24	0	0
10 Peons @ 5r. each	-	-	-	-	50	0	0
1 Ructwan	-	-	-	-	3	8	0
1 Massaljee	-	-	-	-	4	0	0
1 Jadmallee	-	-	-	-	3	8	0
					510	8	0
<i>Principal Sudder Ameen's Court at Nellore.</i>							
M. Faseooddeen Sahib, Principal Sudder Ameen	-	-	-	-	500	0	0
ESTABLISHMENT.							
J. Ramaswami, Sheristadar	-	-	-	-	90	0	0
Mahommed Gajeddin, Nazir	-	-	-	-	45	0	0
Meer Mahommed Shafi, Civil Record Keeper	-	-	-	-	30	0	0
C. Cristnarva, Criminal ditto	-	-	-	-	17	0	0
C. Rungaswamy Naidoo, Head Writer	-	-	-	-	50	0	0
M. Narasaya, English Writer	-	-	-	-	31	8	0
E. Ramanujacharloo, ditto	-	-	-	-	21	0	0
P. Samarow, ditto	-	-	-	-	14	0	0
V. Veerasami, ditto	-	-	-	-	10	8	0
Mahommed Rooknudeen, Javabniviss	-	-	-	-	24	8	0
C. Cristnaya, Head Goomastah	-	-	-	-	21	0	0
T. Soobhaya, Goomastah	-	-	-	-	17	8	0
A. Ramarow, ditto	-	-	-	-	10	8	0
V. Ramacristnauma, ditto	-	-	-	-	10	8	0
1 ditto	-	-	-	-	8	0	0
N. Sitapati, Shroff	-	-	-	-	10	0	0
1 Moochy	-	-	-	-	7	0	0
1 Ructwan	-	-	-	-	3	8	0
1 Mussaljee	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	3	8	0
4 Daloyets @ 6r. each	-	-	-	-	24	0	0
1 Duffadar	-	-	-	-	7	0	0
10 Peons @ 5r. each	-	-	-	-	50	0	0
					510	8	0
<i>Principal Sudder Ameen's Court at Coimbatore.</i>							
V. Nursingarow, Principal Sudder Ameen	-	-	-	-	500	0	0
ESTABLISHMENT.							
Timbenuna Moodelly, Sheristadar	-	-	-	-	90	0	0
Shingiah, Nazir	-	-	-	-	45	0	0
Shunkariah, Civil Record Keeper	-	-	-	-	30	0	0
Ramarow, Criminal ditto	-	-	-	-	17	8	0
N. Cullenasoondra Pillay, Head Writer	-	-	-	-	50	0	0
M. Kanagasabay Pillay, English Writer	-	-	-	-	31	8	0
C. Vurdaranjoo Moodelly, ditto	-	-	-	-	21	0	0
A. Bashakarboo Naick, ditto	-	-	-	-	14	0	0
Govindiah, English Writer	-	-	-	-	10	8	0
Vencalenamali, Javabnevis	-	-	-	-	24	8	0
Jyalsawny Pillay, Head Goomastah	-	-	-	-	21	0	0

1,010 8 0

1,010 8 0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Principal Sudder Ameen's Court at Coimbatore—continued.						R.	A.	P.
Streenevassiah, Goomastah	-	-	-	-	-	17	8	0
Sashagerry Row, ditto	-	-	-	-	-	10	8	0
Neymuttoollah Saib, ditto	-	-	-	-	-	10	8	0
1 Goomastah	-	-	-	-	-	8	0	0
Nanjappa Chetty, Shroff	-	-	-	-	-	10	0	0
1 Moochy	-	-	-	-	-	7	0	0
1 Ructavan	-	-	-	-	-	3	8	0
1 Duffadar	-	-	-	-	-	7	0	0
4 Deloyets @ 6r. each	-	-	-	-	-	24	0	0
10 Court Peons @ 5r. each	-	-	-	-	-	50	0	0
1 Mussaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
						510	8	0
Principal Sudder Ameen's Court at Tellicherry.						1,010 8 0		
Mahomed Hossain, Principal Sudder Ameen	-	-	-	-	-	500	0	0
ESTABLISHMENT.								
P. Chato Menon, Sheristadar	-	-	-	-	-	80	0	0
C. Krishnan, Nazir	-	-	-	-	-	40	0	0
B. Shangara Menon, Civil Record Keeper	-	-	-	-	-	30	0	0
C. Pydel Nambial, Criminal ditto	-	-	-	-	-	17	8	0
John Treack, Head English Writer	-	-	-	-	-	50	0	0
B. Cooparamiah, English Writer	-	-	-	-	-	31	8	0
Richard Swamy, ditto	-	-	-	-	-	21	0	0
Gregory Laporte, ditto	-	-	-	-	-	14	0	0
Paul De Cruz, ditto	-	-	-	-	-	10	8	0
T. Ragaven Oomity, Jewabuevis	-	-	-	-	-	24	8	0
P. Rama Menon, Goomastah	-	-	-	-	-	21	0	0
K. Krishna Menon, ditto	-	-	-	-	-	17	8	0
C. Shangara Menon, ditto	-	-	-	-	-	10	8	0
V. Shangara, Naraina Pillay	-	-	-	-	-	10	8	0
Bagaventa Prabhoo, Shroff	-	-	-	-	-	10	0	0
1 Moochee	-	-	-	-	-	7	0	0
1 Duffadar	-	-	-	-	-	7	0	0
4 Deloyets @ 6r. each	-	-	-	-	-	24	0	0
10 Peons @ 5r. each	-	-	-	-	-	50	0	0
1 Mussaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
1 Ructawan	-	-	-	-	-	3	8	0
						487	8	0
Sudder Ameen Court at Ichapore.						987 8 0		
W. Hudson, Sudder Ameen	-	-	-	-	-	200	0	0
ESTABLISHMENT.								
G. Seevaramiah, Sheristadar	-	-	-	-	-	30	0	0
G. Nursingarow, Goomastah	-	-	-	-	-	21	0	0
P. Mootoswamy, ditto	-	-	-	-	-	11	0	0
S. Lutchmenur-soo, Record Keeper	-	-	-	-	-	20	0	0
1 Government Vakeel	-	-	-	-	-	8	0	0
3 Court Peons at 4½r. each	-	-	-	-	-	13	8	0
P. Madeira, Jailor	-	-	-	-	-	15	0	0
1 Duffadar	-	-	-	-	-	7	0	0
10 Jail Peons @ 5r. each	-	-	-	-	-	50	0	0
						178	8	0
Principal Sudder Ameen's Court at Tinnivelly.						378 8 0		
Vacant, Principal Sudder Ameen	-	-	-	-	-	500	0	0
ESTABLISHMENT.								
Danoocooddy Moodiliar, Sheristadar	-	-	-	-	-	90	0	0
Ponnoosawmy Pillay, Head English Writer	-	-	-	-	-	50	0	0
Ragoonayacooloochatty, English Writer	-	-	-	-	-	31	8	0
Soondia Row	-	-	-	-	-	21	0	0
Vacant, ditto	-	-	-	-	-	14	0	0
Suffher Hussain, ditto	-	-	-	-	-	10	8	0
Soondramoortia Pillay, Nazir	-	-	-	-	-	45	0	0
Chockalingem Pillay, Civil Record Keeper	-	-	-	-	-	30	0	0
Sunkarlingem Pillay, Criminal ditto	-	-	-	-	-	17	8	0
Nellaynayacom Pillay, Javabuevis	-	-	-	-	-	24	8	0
Sunkaranawyan Pillay, Goomastah	-	-	-	-	-	21	0	0

SUPREME COURT OF JUDICATURE—continued.										Monthly Total.
Principal Sudder Ameen's Court at Tinnevely, Establishment—cont.				R.	A.	P.	R.	A.	P.	R. A. P.
Vencatasoobbier, Goonastah	-	-	-	17	8	0				
Ramalingom Pillay, ditto	-	-	-	10	8	0				
Arnachellom Pillay, ditto	-	-	-	10	8	0				
1 Goonastah	-	-	-	8	0	0				
Moottoovailoo Pillay, Shroff	-	-	-	10	0	0				
1 Moochee	-	-	-	7	0	0				
1 Ructwan	-	-	-	3	8	0				
1 Mussaljee	-	-	-	4	0	0				
1 Sweeper	-	-	-	3	8	0				
4 Deloyets @ 6n. each	-	-	-	24	0	0				
1 Duffadar	-	-	-	7	0	0				
10 Peons @ 5n. each	-	-	-	50	0	0				
							510	8	0	
Principal Sudder Ameen's Court at Trichnopoly.										1,010 8 0
John Gordon, Principal Sudder Ameen				-	-	-	500	0	0	
ESTABLISHMENT.										
Kistnasawmy Jyer, Sheristadar	-	-	-	90	0	0				
R. Sherwood, Nazir	-	-	-	45	0	0				
Zeenooolabdeen Saib, Civil Record Keeper	-	-	-	30	0	0				
Kistanamah, Criminal ditto	-	-	-	17	8	0				
J. F. Martin, Head English Writer	-	-	-	50	0	0				
Ramasamy Pillay, English Writer	-	-	-	31	8	0				
A. D. Rozario, ditto	-	-	-	21	0	0				
Boonham Sheriff, ditto	-	-	-	14	0	0				
Moodookistnah Jyengar, Javabneviss	-	-	-	24	8	0				
Punchabakasiar, Goonastah	-	-	-	21	0	0				
Chingum Jyengar, ditto	-	-	-	17	8	0				
Apparoo Jyen, ditto	-	-	-	10	8	0				
Comarasamy Pillay, ditto	-	-	-	10	8	0				
Streenovasa Ragaven Jyengar, ditto	-	-	-	10	8	0				
1 Goonastah	-	-	-	8	0	0				
Balasany Chetty, Shroff	-	-	-	10	0	0				
1 Moochee	-	-	-	7	0	0				
1 Ructwan	-	-	-	3	8	0				
1 Duffadar	-	-	-	7	0	0				
4 Deloyets @ 6n. each	-	-	-	24	0	0				
10 Peons @ 5n. each	-	-	-	50	0	0				
1 Mussaljee	-	-	-	4	0	0				
1 Sweeper	-	-	-	3	8	0				
							510	8	0	
Principal Sudder Ameen's Court at Cuddalore.										1,010 8 0
C. Vencatavagava Charier, Principal Sudder Ameen				-	-	-	500	0	0	
ESTABLISHMENT.										
M. Narasimsoloo Naik, Sacristadar	-	-	-	90	0	0				
Ramachendrarow, Nazir	-	-	-	45	0	0				
Cooppaniengar, Civil Record Keeper	-	-	-	30	0	0				
Ragavacharier, Criminal ditto	-	-	-	17	8	0				
V. Casava Row, Head Writer	-	-	-	50	0	0				
F. Rodrigues, Writer	-	-	-	31	8	0				
J. Alexander, Writer	-	-	-	21	0	0				
Appasamy Moodely, ditto	-	-	-	14	0	0				
Sengolroya Moodely, ditto	-	-	-	10	8	0				
Vencobachariy, Javabnaviss	-	-	-	24	8	0				
Vencalaramiah, Goonastah	-	-	-	21	0	0				
Davannaiga Pillay, ditto	-	-	-	17	8	0				
Meer Goolam Gouze, ditto	-	-	-	10	8	0				
Saverinada Pillay, ditto	-	-	-	10	8	0				
1 Goonastah	-	-	-	8	0	0				
Soobbarry, Shroff	-	-	-	10	0	0				
1 Moochee	-	-	-	7	0	0				
1 Ructawan	-	-	-	3	8	0				
1 Mussaljee	-	-	-	4	0	0				
1 Sweeper	-	-	-	3	8	0				
1 Duffadar	-	-	-	7	0	0				
4 Deloyets @ 6n. each	-	-	-	24	0	0				
10 Court Peons @ 5n. each	-	-	-	50	0	0				
							510	8	0	
										1,010 8 0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
<i>Principal Sudder Ameen Court at Cochin.</i>						R.	A.	P.
E. Cullen, Principal Sudder Ameen	-	-	-	-	-	500	0	0
ESTABLISHMENT.								
J. Govinda Menon, Sheristadar	-	-	-	-	-	90	0	0
A. Achooda Menon, Nazir	-	-	-	-	-	45	0	0
M. Paranjony, Record Keeper	-	-	-	-	-	30	0	0
Peter Netto, Head Writer	-	-	-	-	-	50	0	0
John Lewis D'Mello, English Writer	-	-	-	-	-	30	0	0
Peter Emanuel Isaaks, ditto	-	-	-	-	-	25	0	0
Soobramanien, Javobneviss	-	-	-	-	-	17	0	0
Achsoda Menon, Goomastah	-	-	-	-	-	20	0	0
Sheshayen, ditto	-	-	-	-	-	13	0	0
Shungaia Menon, ditto	-	-	-	-	-	10	0	0
V. Nadiash Shastri, Government Vakeel	-	-	-	-	-	15	0	0
M. Muny, Shroff	-	-	-	-	-	10	0	0
1 Mochy	-	-	-	-	-	7	0	0
1 Mussaljee	-	-	-	-	-	3	8	0
1 Sweeper	-	-	-	-	-	3	8	0
3 Deloyets @ 7R. each	-	-	-	-	-	21	0	0
9 Peons @ 5R. each	-	-	-	-	-	45	0	0
						410	0	0
<i>Principal Sudder Ameen's Court at Vizagapatam.</i>								
Anroonachellum Pillay, Principal Sudder Ameen	-	-	-	-	-	500	0	0
ESTABLISHMENT.								
J. P. Thompson, Head English Writer	-	-	-	-	-	50	0	0
P. Audiah, Assistant ditto	-	-	-	-	-	31	8	0
A. D'Laval, ditto	-	-	-	-	-	21	0	0
P. Nursunnah, ditto	-	-	-	-	-	14	0	0
H. L. Hodson, ditto	-	-	-	-	-	10	8	0
G. D. D'Laval, Sheristadar	-	-	-	-	-	90	0	0
C. Sectunnah, Civil Record Keeper	-	-	-	-	-	30	0	0
J. Nursingarow, Javadneviss	-	-	-	-	-	24	8	0
Akburrully Baig, Head Goomastah	-	-	-	-	-	21	0	0
B. Mahadavarow, Goomastah	-	-	-	-	-	17	8	0
P. Chendrappah, ditto	-	-	-	-	-	10	8	0
V. Raumiah, ditto	-	-	-	-	-	10	8	0
1 Goomastah	-	-	-	-	-	8	0	0
V. Ramaswamy, Criminal Record Keeper	-	-	-	-	-	17	8	0
V. Raumanoojah, Nazir	-	-	-	-	-	45	0	0
G. Venkatrow, Government Vakeel	-	-	-	-	-	15	0	0
C. Balaramoodoo, Shroff	-	-	-	-	-	10	0	0
1 Mochy	-	-	-	-	-	7	0	0
1 Ructawan	-	-	-	-	-	3	8	0
1 Masaljee	-	-	-	-	-	4	0	0
1 Sweeper	-	-	-	-	-	3	8	0
1 Duffadar	-	-	-	-	-	7	0	0
4 Deloyets @ 6R. each	-	-	-	-	-	24	0	0
10 Peons @ 5R. each	-	-	-	-	-	50	0	0
						525	8	0
<i>Sudder Ameen's Court at Sirey.</i>								
Bheem Row, Sudder Ameen	-	-	-	-	-	200	0	0
ESTABLISHMENT.								
Bhanapah, Sheristadar	-	-	-	-	-	30	0	0
Shivapah, Record Keeper	-	-	-	-	-	20	0	0
Santaya, Goomastah	-	-	-	-	-	21	0	0
Boojnug Row, ditto	-	-	-	-	-	17	8	0
Munjoonathya, ditto	-	-	-	-	-	14	0	0
Soobrow, ditto	-	-	-	-	-	10	8	0
1 Government Vakeel	-	-	-	-	-	8	0	0
2 Deloyets @ 5R. each	-	-	-	-	-	10	0	0
6 Peons @ 4½R. each	-	-	-	-	-	27	0	0
J. M. Rozarie, Jailor	-	-	-	-	-	12	0	0
1 Native Doctor	-	-	-	-	-	8	0	0
1 Duffadar	-	-	-	-	-	7	0	0
6 Peons @ 4R. each	-	-	-	-	-	24	0	0
						209	0	0

Monthly Total.

R. A. P.

940 0 0

1,025 8 0

409 0

SUPREME COURT OF JUDICATURE—continued.						Monthly Total.		
Territory of Kurnool.						R.	A.	P.
ESTABLISHMENT.						R.	A.	P.
Kestnamoorty Row, Manager	-	-	-	-	-	40	0	0
R. Kistna Row, Moonshee	-	-	-	-	-	25	0	0
C. Ramapah, ditto	-	-	-	-	-	20	0	0
B. Soobarow, Goomastah	-	-	-	-	-	15	0	0
M. Salaputty Moodelly, ditto	-	-	-	-	-	15	0	0
Nellore Narasiah, ditto	-	-	-	-	-	15	0	0
V. Coomaraswamy Moodeley, Translator	-	-	-	-	-	60	0	0
A. Sashachella Moodeliar, Writer	-	-	-	-	-	30	0	0
Gazodeen, Duffadar	-	-	-	-	-	10	0	0
<i>Cauzee's Court at Kurnool.</i>						230	0	0
Syed Caiyah Ahomed Saib, Cauzee	-	-	-	-	-	200	0	0
Mahomed Gouse, Persian Moonshee	-	-	-	-	-	20	0	0
Teromala Row, Deputy ditto	-	-	-	-	-	15	0	0
Chender Row, Head Goomastah	-	-	-	-	-	15	0	0
Vencata Ramiah, Goomastah	-	-	-	-	-	14	0	0
1 Duffadar	-	-	-	-	-	8	0	0
8 Peons @ 4n. each	-	-	-	-	-	32	0	0
1 Masalchee	-	-	-	-	-	4	0	0
1 Farash	-	-	-	-	-	4	0	0
<i>Cauzee's Court at Nandial.</i>						312	0	0
Careem Mohideen Saib, Cauzee	-	-	-	-	-	67	0	0
Dausapah, Head Goomastah	-	-	-	-	-	14	0	0
Ibrahim Ally Khan, Goomastah	-	-	-	-	-	12	0	0
1 Duffadar	-	-	-	-	-	7	0	0
8 Peons @ 4n. each	-	-	-	-	-	32	0	0
<i>Cauzee's Court of Sewell.</i>						132	0	0
Goolam Mohideen Sahib, Cauzee	-	-	-	-	-	21	0	0
Mohomed Edroos, Head Goomastah	-	-	-	-	-	14	0	0
Ramnapah, Goomastah	-	-	-	-	-	12	0	0
1 Duffadar	-	-	-	-	-	7	0	0
8 Peons @ 4n. each	-	-	-	-	-	32	0	0
						86	0	0
						760	0	0
Company's Rupees						-	-	-
						1,70,560	0	1

JUDICIAL ESTABLISHMENTS, BOMBAY.

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
SUPREME COURT OF JUDICATURE.			
The Honourable Sir E. Perry, Knight, Chief Justice	-	5,000 0 0	
The Honourable Sir W. Yardly, Knight, Puisne Justice	-	4,166 10 8	
W. Brook, Esq., Master in Equity	-	-	9,166 10 8
Is also Examiner of Insolvent Debtors Court and receives Fees; average Amount not known	-	-	525 0 0
ESTABLISHMENT.			
Chief Justice.			
J. A. McKenzie Esq., Clerk	-	210 0 0	
Receives also Fees as Sealer to the Supreme Court and Commissioner of Affidavits; average Amount not known.	-	-	

Judicial Department.					Office Allowance.			Per Month.			Total per Month.		
SUPREME COURT OF JUDICATURE—continued.													
Establishment, Chief Justice—continued.					R.	A.	P.	R.	A.	P.	R.	A.	P.
1 Tipstaff	-	-	-	-	100	0	0						
6 Chobdars @ 16r. each	-	-	-	-	96	0	0						
6 Peons @ 6 ditto	-	-	-	-	36	0	0						
1 Halalcare	-	-	-	-	4	0	0						
								236	0	0			
<i>Paisne Justice.</i>											446	0	0
W. Brookfield Esq., Clerk	-	-	-	-	-	-	-	210	0	0			
Is also Commissioner of Affidavits and receives Fees, average Amount not known.													
1 Tipstaff	-	-	-	-	100	0	0						
4 Chobdars @ 16r. each	-	-	-	-	64	0	0						
4 Peons @ 6r. ditto	-	-	-	-	24	0	0						
								188	0	0			
<i>Supreme Court.</i>											305	8	10
1 Crier	-	-	-	-	50	0	0						
1 Robekeeper	-	-	-	-	40	0	0						
1 Swearing Caze Priest	-	-	-	-	25	0	0						
1 ditto Bramin	-	-	-	-	25	0	0						
1 ditto, Andearoo	-	-	-	-	25	0	0						
1 ditto, Jaine	-	-	-	-	25	0	0						
1 Constable of the Court	-	-	-	-	100	0	0						
1 Havildar	-	-	-	-	15	8	10				305	8	10
<i>Registrar and Prothonotary and Keeper of the Records and Muniments.</i>													
1 Head Clerk	-	-	-	-	100	0	0						
1 Purvoo	-	-	-	-	100	0	0						
1 ditto	-	-	-	-	35	0	0						
1 ditto @ 25r. each	-	-	-	-	100	0	0						
1 ditto	-	-	-	-	20	0	0						
1 ditto	-	-	-	-	11	0	0						
2 ditto @ 12r. each	-	-	-	-	24	0	0						
1 ditto	-	-	-	-	11	0	0						
2 ditto @ 10r. each	-	-	-	-	20	0	0						
1 Shroff	-	-	-	-	12	0	0						
1 Havildar	-	-	-	-	10	0	0						
1 Peons @ 7r. each	-	-	-	-	28	0	0						
1 ditto	-	-	-	-	6	0	0						
1 Water Bramin	-	-	-	-	2	0	0						
1 Pankawallas @ 6r. each	-	-	-	-	24	0	0						
4 Hamalls @ 6r. each	-	-	-	-	24	0	0						
								530	0	0			
<i>Insolvent Debtors Court Official Assignee Office.</i>													
1 Head Clerk	-	-	-	-	100	0	0						
1 Cashier	-	-	-	-	40	0	0						
2 Clerks @ 20r. each	-	-	-	-	40	0	0						
1 ditto	-	-	-	-	8	0	0						
1 Shroff	-	-	-	-	12	0	0						
3 Peons @ 6r. 4v. each	-	-	-	-	18	12	0				218	12	0
Examiner of the Insolvent Debtors Court	-	-	-	-	-	-	-	152	4	0			
1 Head Clerk	-	-	-	-	55	0	0						
1 Clerk	-	-	-	-	40	0	0						
1 ditto	-	-	-	-	30	0	0						
1 ditto	-	-	-	-	20	0	0						
1 ditto	-	-	-	-	15	0	0						
1 Peon	-	-	-	-	7	0	0				167	0	0
<i>Ecclesiastical Registrar's Office.</i>													
ESTABLISHMENT.													
1 Head Clerk and Cashier	-	-	-	-	125	0	0						
1 Clerk	-	-	-	-	50	0	0						
1 ditto	-	-	-	-	40	0	0						
1 ditto	-	-	-	-	20	0	0						
1 ditto	-	-	-	-	15	0	0						
1 ditto	-	-	-	-	10	0	0						
1 Havildar	-	-	-	-	12	0	0						

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
SUPERIOR COURT OF JUDICATURE—continued.			
Ecclesiastical Registrar's Office, Establishment - continued.	R. A. P.	R. A. P.	R. A. P.
4 Peons @ 7R. each - - - - -	28 0 0		
1 Sweeper - - - - -	6 0 0		
1 Water Bramin - - - - -	2 0 0		
		308 0 0	
Officers of the Supreme Court of Judicature.			308 0 0
S. Le Messurier, Esq. Advocate General - - - - -	- - -	1,600 0 0	
Allowance for Establishment and Office Rent - - - - -	- - -	200 0 0	
Monthly general retaining Fee to W. Howard, Esq., Remembrancer of legal Affairs, as a Second Counsel, when his Assistance may be required, in addition to the Advocate General - - - - -	- - -	6 3 0	
W. Acland, Esq., Honourable Company's Solicitor - - - - -	- - -	1,200 0 0	
E. Arthur, Esq., Attorney for Paupers - - - - -	- - -	500 0 0	
Also receives, Salary 350R., and Allowance for Conveyance 75R., as Coroner; in all 925R. per Month.			
E. E. Elliot, Esq., Accountant General, Supreme Court - - - - -	- - -	74 1 2	
G. J. Blane, Esq., Deputy ditto - - - - -	- - -	74 1 2	
Is also Military Accountant and Deputy ditto (Acting Civil Auditor and Mint Master).			
Chief Interpreter and Translator's Office.			
R. X. Murphy Esq., Chief Translator and Interpreter - - - - -	- - -	600 0 0	
J. Flynn, Esq., Second Translator and Interpreter, and Mahratta Translator - - - - -	- - -	400 0 0	
			4,654 5 4
ESTABLISHMENT.			
1 Third Translator and Interpreter and Assistant Mahratta Translator - - - - -	400 0 0		
1 Fourth Translator and Interpreter and Assistant Marwarce Translator - - - - -	240 0 0		
1 Arabic and Persian ditto - - - - -	100 0 0		
1 Portuguese - - - - -	100 0 0		
2 Assistant Translators and Interpreters @ 100R. each - - - - -	200 0 0		
1 Clerk - - - - -	30 0 0		
1 Guzerathee Reader and Cash Keeper - - - - -	25 0 0		
1 Peon - - - - -	7 0 0		
		1,102 0 0	
Clerk of the Crown's Office.			
C. M. J. Pollock, Esq., Clerk of the Crown - - - - -	- - -	525 0 0	
Is also Clerk of the Indictments, Clerk of the Arraigus, and Registrar on the Admiralty Side in the Criminal Department of the Supreme Court. Receives Fees; average Amount not known.			
C. W. Ketterer, Esq., Deputy Clerk of the Crown - - - - -	- - -	175 0 0	
			1,802 0 8
Allowance for Clerks - - - - -	157 0 0		
Ditto for Peons - - - - -	17 8 0		
		174 8 0	
Sheriff's Office.			
J. L. Johnson, Esq., Sheriff - - - - -	- - -	- - -	350 0 0
Also receives, Salary 500R., and Compensation 500R., as 3d Judge of the Bombay Court of Small Causes in all, 1,350R. per Month. Receives Fees; average Amount not known.			
F. Leggett, Esq., Deputy Sheriff - - - - -	- - -	- - -	300 0 0
Is also Assessor of Houses. Salary unknown. Paid by the Board of Conservancy.			
ESTABLISHMENT.			
Criminal Department.			
1 Jailer - - - - -	252 0 0		
1 Deputy Jailer - - - - -	100 0 0		
1 Assistant ditto - - - - -	25 0 0		
1 Superintendent of Treadmill - - - - -	30 0 0		
1 Bailiff - - - - -	100 0 0		
1 Clerk - - - - -	35 0 0		
1 ditto - - - - -	17 0 0		
1 ditto - - - - -	15 0 0		
1 Havildar - - - - -	10 0 0		
1 Naique - - - - -	8 0 0		

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
	R. A. P.	R. A. P.	R. A. P.
SUPREME COURT OF JUDICATURE—continued.			
Establishment, Criminal Department—continued.			
18 Peons @ 5R. each	90 0 0		
1 Hangman	6 0 0		
1 Mussal	6 0 0		
1 Barber	3 0 0		
1 Waterman	3 0 0		
1 Armourer	3 0 0		
2 Halalcories @ 7R. each	14 0 0		
1 ditto	5 0 0		
		722 0 0	
Civil Department.			
1 Head Clerk	60 0 0		
1 Clerk	30 0 0		
1 ditto	25 0 0		
1 Havildar	10 0 0		
1 Naigue	8 0 0		
15 Peons @ 5R. each	75 0 0		
		208 0 0	
			930 0 0
Court of Small Causes.			
W. Crawford, Esq., 1st Judge	- - -	1,500 0 0	
C. A. West, Esq., 2d ditto, Salary	500 0 0		
Compensation	1,000 0 0		
		1,500 0 0	
J. L. Johnson, Esq., 3d ditto, Salary	500 0 0		
Compensation	500 0 0		
Is also Sheriff.	- - -	1,000 0 0	
N. Spencer, Esq., Chief Clerk	- - -	400 0 0	
			4,400 0 0
ESTABLISHMENT.			
Chief Translator and Interpreter in Murathee, Guzerattee, and Hindee	200 0 0		
1 Second ditto, ditto	150 0 0		
1 Interpreter and Translator in Arabic and Persian	60 0 0		
1 Reader, Balhood and Morhi	20 0 0		
1 Reader, Guzerathee and Marwadee	20 0 0		
1 Head Bailiff and Court Keeper	100 0 0		
1 Second ditto	75 0 0		
2 Bailiffs @ 20R. each	40 0 0		
4 ditto @ 15R. each	60 0 0		
1 Accountant and Computist	75 0 0		
1 Second Clerk	50 0 0		
1 Third ditto	40 0 0		
2 Junior ditto @ 25R. each	50 0 0		
1 Mofussil Correspondence Writer	35 0 0		
1 Appraiser	50 0 0		
1 Shroff	25 0 0		
4 Swearing Priests @ 15R. each	60 0 0		
		1,110 0 0	
PEONS.			
1 Havildar	10 0 0		
7 Peons @ 7R. each	49 0 0		
1 Water Bramin	5 0 0		
4 Punkawallas @ 6R. each	24 0 0		
2 Hummalls @ 7R. each	14 0 0		
1 Sweeper	5 0 0		
		107 0 0	
			1,217 0 0
Court of Petty Sessions.			
S. S. Dickinson, Esq., Assessor	- - -	300 0 0	
T. L. Brown, Esquire, Clerk	- - -	250 0 0	
Also receives 250R. as Head Clerk to the Senior Magistrate of Police ; in all, 500R. per Month.			550 0 0
ESTABLISHMENT.			
1 Head Clerk	50 0 0		
1 Clerk, and to act as Interpreter	50 0 0		
1 Clerk	35 0 0		
1 Ditto	15 0 0		
1 Ditto	15 0 0		
1 Ditto	10 0 0		

Judicial Department.					Office Allowance.			Per Month.			Total per Month.		
SUPREME COURT OF JUDICATURE.— <i>continued.</i>													
Court of Petty Sessions, Establishment— <i>continued.</i>					R.	A.	P.	R.	A.	P.	R.	A.	P.
1 Swearing Bramin	-	-	-	-	3	0	0						
Ditto Chazee	-	-	-	-	3	0	0						
Ditto Andearoo	-	-	-	-	3	0	0						
5 Peons @ 6r. each	-	-	-	-	30	0	0						
								214	0	0			
<i>Clerk to Her Majesty's Justice of the Peace.</i>													
G. Hancock, Esq.	-	-	-	-	-	-	-	120	0	0			
Is also Clerk to the Board of Conservancy; Salary unknown.													
ESTABLISHMENT.													
1 Clerk	-	-	-	-	40	0	0						
1 Additional ditto	-	-	-	-	15	0	0						
2 Peon @ 6r. each	-	-	-	-	18	0	0						
								73	0	0			
<i>Magistrate and Police Departments.</i>													
A. Speers, Esq., Senior Magistrate of Police and Revenue Judge	-	-	-	-	-	-	-	2,500	0	0			
L. C. C. Rivett, Esq., Junior ditto	-	-	-	-	1,200	0	0						
Allowance for House Rent	-	-	-	-	100	0	0						
								1,300	0	0			
T. Thornton, Esq., 3d Magistrate	-	-	-	-	-	-	-	1,000	0	0			
Captain E. Baynes (of the 20th Regiment, N.I.), Superintendent of Police, Consolidated Salary	-	-	-	-	500	0	0						
Deduct Military Net Pay of a Captain drawn from the Military Department	-	-	-	-	121	12	0						
					378	4	0						
Additional Allowance during his Incapacity	-	-	-	-	700	0	0						
								1,078	4	0			
<i>Establishment under the Senior Magistrate of Police.</i>											6,285	4	0
1 Head Clerk	-	-	-	-	-	-	-	250	0	0			
Is also Clerk to the Court of Petty Sessions.													
CLERKS AND PURVOES.													
1 Chief Interpreter	-	-	-	-	100	0	0						
1 Persian, Arabic, and Hindoostanee Interpreter	-	-	-	-	50	0	0						
1 Clerk and Interpreter	-	-	-	-	50	0	0						
1 Ditto Junior ditto	-	-	-	-	50	0	0						
1 Ditto and Accountant	-	-	-	-	50	0	0						
1 Ditto	-	-	-	-	40	0	0						
2 Clerk @ 30r. each	-	-	-	-	60	0	0						
2 Ditto @ 20r. each	-	-	-	-	40	0	0						
1 Clerk	-	-	-	-	15	0	0						
1 Mahatta Caroon	-	-	-	-	20	0	0						
1 Goozerattee ditto	-	-	-	-	20	0	0						
1 Jencezee	-	-	-	-	15	0	0						
1 Swearing Bramin	-	-	-	-	8	0	0						
1 Ditto Chazee	-	-	-	-	8	0	0						
1 Ditto Andiaroo	-	-	-	-	6	0	0						
1 Office Havildar	-	-	-	-	8	0	0						
18 Peons @ 7r. each	-	-	-	-	126	0	0						
1 Sweeper	-	-	-	-	3	0	0						
								669	0	0			
<i>Establishment under the Superintendent of Police.</i>													
1 Clerk	-	-	-	-	50	0	0						
1 Ditto	-	-	-	-	20	0	0						
								70	0	0			
<i>Court of Saddler Dewance and Saddler Pongdarve Adawlut.</i>											989	0	0
J. Warden, Esq., Puisne Judge	-	-	-	-	-	-	-	3,041	10	0			
Travelling Allowance as Judicial Commissioner for the Deccan and Candeleish	-	-	-	-	-	-	-	316	10	8			
Draws also Tent Allowance.													
P. W. Le Geyt, Esq., Puisne Judge	-	-	-	-	-	-	-	3,041	10	8			
Travelling Allowance as Judicial Commissioner for the Southern Maharratta Country	-	-	-	-	-	-	-	316	10	8			
Draws also Tent Allowance.													
G. Grant, Esq., Puisne Judge	-	-	-	-	-	-	-	3,041	10	8			

Judicial Department.	Office Allowance.	Per Month.	Total per Annum.
SUPREME COURT OF JUDICATURE—continued.			
Court of Sudder Dewanee and Sudder Foujdaree Adawlut—continued.	R. A. P.	R. A. P.	R. A. P.
Travelling Allowance as Judicial Commissioner for Guzerat and Concan	- - -	316 10 8	
Draws also Tent Allowance.	- - -		
(Vacant) Puisne Judge	- - -	3,041 10 8	
M. Larken, Esq., Registrar	- - -	2,000 0 0	
Is also officiating temporarily as Judge of the Sudder Dewanee and Sudder Foujdaree Adawlut.	- - -		
Uncovenanted Servant.			
J. Morris, Esq., 1st Assistant Registrar	500 0 0		
	R. A. P.		
1 Native Second ditto, Salary	350 0 0		
Personal Allowance	50 0 0		
	400 0 0	900 0 0	
ESTABLISHMENT.			
1 Cazeer	300 0 0		
1 Shastree	300 0 0		
1 Head Clerk and Keeper of English Records	150 0 0		
1 Keeper of the Civil and Criminal English Minute Book	80 0 0		
1 English Writer	75 0 0		
1 Second Clerk	70 0 0		
1 Assistant to the Head Clerk	60 0 0		
1 Assistant Keeper of the Civil and Criminal Minute Book	50 0 0		
1 English Writer	50 0 0		
Record Keeper	50 0 0		
English Writer	45 0 0		
English Writers @ 40r. each	120 0 0		
ditto under Judicial Commissioner	40 0 0		
ditto	35 0 0		
ditto @ 25r. each	50 0 0		
ditto @ 20r. each	40 0 0		
ditto	15 0 0		
Heristadar	150 0 0		
Senior Deputy ditto	120 0 0		
Second ditto	100 0 0		
ditto @ 75r. each	375 0 0		
Arcoon	50 0 0		
ditto	40 0 0		
ditto	30 0 0		
ditto @ 25r. each	75 0 0		
ditto	20 0 0		
ditto @ 15r. each	45 0 0		
ditto	10 0 0		
azur	80 0 0		
bookbinder	12 0 0		
		2,637 0 0	
			18,653 10 8
PEONS, &c.			
Chobdars @ 12r. each	120 0 0		
Amadar	12 0 0		
Peons @ 7r. each	224 0 0		
Murcurrahs @ 7r. each	14 0 0		
weepers @ 7r. each	14 0 0		
Murcurras @ 5r. each	10 0 0		
Water Brannin	4 0 0		
Alalcure	4 0 0		
		402 0 0	
COMPENSATION.			
English Writer	- - -	25 0 0	
Monthly Allowance in lieu of retaining Fee to Government Pleader in the Court	- - -	- - -	427 0 0
Howard, Esq., Remembrancer of Legal Affairs	- - -	500 0 0	16 10 8
Is also Second Counsel.	- - -	- - -	500 0 0
Company's Rupees	- - -	- - -	53,466 10 2

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
	R. A. P.	R. A. P.	R. A. P.
COURT OF ADAWLUT IN THE CONCAN AT TANNAH.			
W. H. Harrison, Esq., Judge and Session Judge in the Concan (on Leave)	- - -	2,333 5 4	
Draws also travelling Allowance when proceeding to hold half-yearly Session at the detached Stations and visiting the judicial Functionaries under his Control.			
J. W. Woodcock, Esq., Senior Assistant Judge and Session Judge of the Concan for detached Station of Rutnagherry and Acting Judge and Session Judge of Khandeish	- - -	1,200 0 0	
F. Lloyd, Esq., Assistant Judge and Session Judge of the Concan	- - -	700 0 0	
Is also Acting Assistant Judge and Session Judge of Poona and Acting Assistant to the Agent for Sirdars.			4,233 5 5
These Officers draw travelling Allowances when visiting the judicial Functionaries under their Control, and receive Fees for registering Deeds.			
<i>Establishment.</i>			
<i>ENGLISH WRITERS.</i>			
1 Head Writer	100 0 0		
1 Assistant ditto	60 0 0		
1 ditto	40 0 0		
1 ditto	35 0 0		
1 ditto	30 0 0		
1 ditto	30 0 0		
1 ditto	7 0 0		
1 ditto	6 0 0		
		308 0 0	
<i>LAW OFFICERS.</i>			
1 Shastree	100 0 0		
1 Molvee	100 0 0		
		200 0 0	
<i>Civil and Criminal Department</i>			508 0 0
1 Sheristadar	73 0 0		
1 Assistant ditto	50 0 0		
1 Record Keeper	25 0 0		
5 Carcoons @ 18r. each	90 0 0		
3 ditto @ 12r. each	36 0 0		
1 ditto	11 0 0		
9 ditto @ 10r. each	90 0 0		
2 ditto @ 9r. each	18 0 0		
1 ditto	8 0 0		
2 ditto @ 7r. each	14 0 0		
3 ditto @ 6r. each	18 0 0		
	433 0 0		
1 Jailer	50 0 0		
1 Deputy ditto	18 0 0		
	68 0 0		
		501 0 0	
<i>Nazer's Department.</i>			501 0 0
1 Nazer	125 0 0		
1 Deputy ditto	40 0 0		
		165 0 0	
<i>General Department.</i>			165 0 0
1 Shroff	9 0 0		
2 Chobdars @ 7r. each	14 0 0		
1 Sottabardar	5 4 0		
2 Hurcurrehs @ 4r. 12a. each	9 8 0		
1 Blacksmith	13 0 0		
1 Carpenter	20 0 0		
1 Bookbinder	7 0 0		
1 Waterman	4 4 0		
2 Mussalchees @ 4r. 4a. each	8 8 0		
1 Sweeper	4 0 0		
2 Barbers @ 7r. each	14 0 0		
1 Executioner	5 4 0		
2 Halalcores @ 4r. each	8 0 0		
		121 12 0	
			121. 12 0

Judicial Department.				Office Allowance.	Per Month.	Total per Month.
				R. A. P.	R. A. P.	R. A. P.
COURT OF ADAWLUT IN THE CONCAN AT TANNAH—continued.						
PEONS, &c.				R. A. P.	R. A. P.	R. A. P.
4 Jemadars @ 8R. each	-	-	-	34 0 0		
2 Havildars @ 7R. each	-	-	-	14 0 0		
109 Peons @ 4R. 12A. ditto	-	-	-	517 12 0		
					565 12 0	565 12 0
Principal Sudder Ameen and Moonsiff's						
SUDDER STATION.						
1 Principal Sudder Ameen	-	-	-	500 0 0		
Establishment to ditto	-	-	-	75 0 0		
1 Moonsiff	-	-	-	100 0 0		
Establishment to ditto	-	-	-	50 0 0		
				150 0 0		
Districts.					725 0 0	725 0 0
PANWELL.						
1 Moonsiff	-	-	-	150 0 0		
Establishment to ditto	-	-	-	50 0 0		
				200 0 0		
CARRANJAH.						
1 Moonsiff	-	-	-	100 0 0		
Establishment to ditto	-	-	-	50 0 0		
				150 0 0		
CULLIAN.						
1 Moonsiff	-	-	-	200 0 0		
Establishment to ditto	-	-	-	50 0 0		
				250 0 0		
BASSEIN.						
1 Moonsiff	-	-	-	150 0 0		
Establishment to ditto	-	-	-	50 0 0		
				200 0 0		
TARRAPOOR.						
1 Moonsiff	-	-	-	100 0 0		
Establishment to ditto	-	-	-	50 0 0		
				150 0 0		
PENN.						
1 Moonsiff	-	-	-	150 0 0		
Establishment to ditto	-	-	-	50 0 0		
				200 0 0		
MAHAR.						
1 Moonsiff	-	-	-	150 0 0		
Establishment to ditto	-	-	-	50 0 0		
				200 0 0		
MOORHAR.						
1 Moonsiff	-	-	-	100 0 0		
Establishment to ditto	-	-	-	50 0 0		
				150 0 0		
BHELWINDY.						
1 Moonsiff	-	-	-	200 0 0		
Establishment	-	-	-	50 0 0		
				250 0 0		
Retaining Fee to Government Pleader in the Tunnah Adawlut				-	1,750 0 0	
					8 5 4	1,758 5 4
Senior Assistant Judge's Court at Rutnagherry.						
ESTABLISHMENT.						
ENGLISH WRITERS.						
1 Head Writer	-	-	-	72 0 0		
1 Assistant ditto	-	-	-	48 0 0		
1 Clerk	-	-	-	30 0 0		
					150 0 0	
LAW OFFICERS.						
1 Cazee	-	-	-	72 0 0		
1 Shastree	-	-	-	72 0 0		
					144 0 0	
Civil and Criminal Department.						
1 Sheristadar	-	-	-	48 0 0		
1 Carcoon	-	-	-	17 8 0		

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
	R. A. P.	R. A. P.	R. A. P.
COURT OF ADAWLUT IN THE CONCAN AT TANNIAH—continued.			
<i>Assistant Magistrate's Establishment at Mahablihuur.</i>			
Assistant Surgeon, F. Manisty, Assistant Magistrate	- - -	100 0 0	
Is also Acting Superintendent of Convalescent Station, and draws his Pay and Allowance from the Military Department, viz.:			
	R. A. P.		
Half Staff Pay	- - - 125 0 0		
Pay and Indian Allowance	- - - 145 12 0		
Ordinary House Rent	- - - 60 0 0		
Extra batta	- - - 60 14 0		
Charge of Treasure Chest	- - - 60 0 0		
In all 551R. 10A. per Month	- - - 451 10 0		
ESTABLISHMENT.			
1 Kotewall	- - - 22 8 0		
1 Carcoon	- - - 21 8 0		
1 Peon	- - - 6 12 0		
7 ditto @ 5R. each	- - - 35 0 0		
		85 12 0	
ESTABLISHMENT FOR WATCHING CHINESE CONVICTS.			
1 Muccadum	- - - 10 0 0		
1 ditto	- - - 7 0 0		
2 Peons @ 5R. each	- - - 10 0 0		
1 ditto	- - - 4 0 0		
		31 0 0	
Colaba State.			
<i>Adawlut Establishment, Civil and Criminal Department.</i>			
1 Sheristadar	- - - 75 0 0		
2 Carcoons @ 25R. each	- - - 50 0 0		
2 ditto @ 15R. each	- - - 30 0 0		
2 ditto @ 10R. each	- - - 20 0 0		
		175 0 0	
Nazer's Department.			
1 Nazer	- - - 75 0 0		
1 Carcoon	- - - 15 0 0		
1 ditto	- - - 12 0 0		
		102 0 0	
General Department.			
1 Jailer	- - - 7 0 0		
1 Deputy Jailer	- - - 6 0 0		
1 Chobdar	- - - 7 0 0		
1 Hurecurrah	- - - 4 0 0		
1 Sweeper	- - - 6 0 0		
		30 0 0	
PEONS, &c.			
1 Jemadar	- - - 8 8 0		
1 Havildar	- - - 6 8 0		
3 Naiques @ 5R. 4A. each	- - - 15 12 0		
18 Peons @ 4R. 8A. each	- - - 81 0 0		
		111 12 0	
			2,733 0 6
Company's Rupees	- - -	- - -	11,310 18 10
COURT OF ADAWLUT.			
R. Keays, Esq., Judge and Sessions Judge	- - -	2,333 5 4	
Is also Agent for the Right Honourable the Governor and Acting Judge and Session Judge Poonce. Draws travelling Allowance when proceeding to hold half-yearly Sessions at the detached Station and visiting the Judicial Functionaries under his Control.			
A. B. Warden, Esq., Assistant Judge and Session Judge	- - -	700 0 0	
Is also Acting Senior Assistant and Session Judge of the Concan for the detached Station at Rutnagherry. Draws travelling Allowance when visiting the Judicial Functionaries under his Control, and receives Fees for registering Deeds.			

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
COURT OF ADALUT—continued.	R. A. P.	R. A. P.	R. A. P.
Establishment.			
ENGLISH WRITERS.			
1 Head Writer - - - - -	100 0 0		
1 Writer - - - - -	60 0 0		
1 ditto - - - - -	47 8 0		
1 ditto - - - - -	35 0 0		
		242 8 0	
LAW OFFICERS.			3,275 13 4
1 Mahomedap Law Officer - - - - -	94 8 0		
1 Hindoo ditto - - - - -	94 8 0		
		189 0 0	
Civil and Criminal Department.			
1 Sheristadar - - - - -	71 0 0		
1 ditto - - - - -	38 0 0		
1 Native Reader - - - - -	24 0 0		
1 ditto Writer - - - - -	21 0 0		
1 ditto - - - - -	19 0 0		
1 ditto - - - - -	17 0 0		
1 ditto - - - - -	14 8 0		
4 ditto @ 11r. 8A. each - - - - -	46 0 0		
5 ditto @ 9r. 8A. each - - - - -	47 8 0		
1 Record Keeper - - - - -	24 0 0		
		322 0 0	
1 Jailer - - - - -	43 8 0		
1 Deputy ditto - - - - -	17 0 0		
	60 8 0		
		60 8 0	
Nazer's Department.			571 8 0
1 Nazer - - - - -	118 0 0		
1 Deputy ditto - - - - -	47 8 0		
		165 8 0	
General Department.			165 8 0
1 Persian Interpreter - - - - -	43 8 0		
1 Carcoon - - - - -	14 8 0		
1 Administrator of Oaths to Parsees - - - - -	5 0 0		
1 Shroff - - - - -	8 8 0		
1 Chobdar - - - - -	6 12 0		
1 Sottabardar - - - - -	5 4 0		
1 Ironsmith - - - - -	7 12 0		
1 Bookbinder - - - - -	6 12 0		
2 Watermen @ 4r. 4A. each - - - - -	8 8 0		
5 Puckalies @ 6r. each - - - - -	30 0 0		
2 Massalehees @ 4r. 4A. each - - - - -	8 8 0		
2 Sweepers @ 3r. 8A. each - - - - -	7 0 0		
2 Hallacores @ 3r. 8A. each - - - - -	7 0 0		
1 Barber - - - - -	6 0 0		
		165 0 0	
PEONS, &c.			
3 Jemadars @ 8r. 8A. each - - - - -	25 8 0		
4 Havildars @ 6r. 8A. each - - - - -	26 0 0		
76 Peons @ 4r. 4A. each - - - - -	323 0 0		
2 Hurreurrahs @ 4r. 4A. each - - - - -	8 8 0		
		383 0 0	
Principal Sudder Ameen, Sudder Ameen, and Moonsiff's.			548 0 0
SUDDER STATION.			
1 Principal Sadder Ameen - - - - -	500 0 0		
Establishment - - - - -	71 0 0		
		571 0 0	
1 Sudder Ameen - - - - -	350 0 0		
Establishment - - - - -	47 8 0		
		397 8 0	
1 Moonsiff - - - - -	142 0 0		
Establishment - - - - -	47 8 0		
		189 8 0	
Districts.			
OLPAR.			
1 Moonsiff - - - - -	200 0 0		
Establishment - - - - -	47 8 0		
		247 8 0	

Judicial Department.						Office Allowance.	Per Month.	Total per Month.
COURT OF ADALUT—continued.						R. A. P.	R. A. P.	R. A. P.
Districts—continued.								
BULSAR.								
				R.	A. P.			
1 Moonsiff	-	-	-	150	0 0			
Establishment	-	-	-	47	8 0	197	8 0	
BARDOLLE.								
1 Moonsiff	-	-	-	150	0 0			
Establishment	-	-	-	47	8 0	197	8 0	
Retaining Fee to the Government Pleader in the Adawlut						-	1,800 8 0 7 13 4	1,808 5 4
Company's Rupees						-	-	6,369 2 8
SENIOR ASSISTANT JUDGE'S COURT.								
J. B. Morgan, Esq., Senior Assistant Judge and Session Judge of Surat, for the detached Station at Broach						-	1,200 0 0	
Draws travelling Allowance when visiting the Judicial Functionaries under his Control, and receives Fees for registering Deeds.						-	-	
Establishment.								
ENGLISH WRITERS.								
1 Head Writer	-	-	-	-	-	50	0 0	
1 Assistant ditto	-	-	-	-	-	21	0 0	
LAW OFFICERS.							71 0 0	
1 Moolvee	-	-	-	-	-	71	0 0	
1 Shastree	-	-	-	-	-	71	0 0	
Civil and Criminal Departments.							142 0 0	
1 Sheristadar	-	-	-	-	-	47	8 0	
2 Native Writers @ 17r. each	-	-	-	-	-	34	0 0	
1 Ditto	-	-	-	-	-	15	0 0	
1 Ditto	-	-	-	-	-	11	8 0	
2 Ditto @ 10r. each	-	-	-	-	-	20	0 0	
1 Ditto	-	-	-	-	-	8	8 0	
1 Administrator of Oaths	-	-	-	-	-	5	0 0	
1 Record Keeper	-	-	-	-	-	24	0 0	
						165	8 0	
1 Jailer	-	-	-	-	-	43	8 0	
Nazer's Department.							209 0 0	1,622 0 0
1 Deputy Nazer	-	-	-	-	-	47	8 0	
1 Mehta	-	-	-	-	-	19	0 0	
2 Ditto @ 17r. each	-	-	-	-	-	34	0 0	
General Department.							100 8 0	
2 Sotabadars @ 5r. 4A. each	-	-	-	-	-	10	8 0	
2 Hurkurras @ 4r. 4A. each	-	-	-	-	-	8	8 0	
1 Blacksmith	-	-	-	-	-	7	12 0	
1 Bookbinder	-	-	-	-	-	6	12 0	
1 Waterman	-	-	-	-	-	4	4 0	
2 Mussachees @ 4r. 4A. each	-	-	-	-	-	8	8 0	
2 Sweepers @ 3r. 8A. ditto	-	-	-	-	-	7	0 0	
2 Hallacores @ 3r. 8A. ditto	-	-	-	-	-	7	0 0	
PEONS, &c.							60 4 0	
2 Jemadars @ 8r. 8A. each	-	-	-	-	-	17	0 0	
2 Havildars @ 6r. 8A. each	-	-	-	-	-	13	0 0	
30 Peons @ 4r. 4A. each	-	-	-	-	-	127	8 0	
							157 8 0	318 4 0

Judicial Department.					Office Allowance.	Per Month.	Total per Month.
SENIOR ASSISTANT JUDGE'S COURT—continued.					R. A. P.	R. A. P.	R. A. P.
* Allowance to the Cazees of Broach for Office Charge.							
AT BROACH.							
				R. A. P.			
Kazee	-	-	-	65 8 0			
Naib	-	-	-	1 0 0			
					66 8 8		
Khuteeb	-	-	-	-	9 8 0		
						76 0 0	
AT UNKLEASUR.							
Kazee	-	-	-	-	1 6 8		
						1 6 8	
AT HANSOTE.							
Kazee	-	-	-	-	1 6 8		
AT JUMBOOSUR.							
Kazee	-	-	-	-	2 6 0		
						3 12 8	
Sudder Amcen and Mooniffs, Sudder Station.							
1 Sudder Amcen	-	-	-	330 0 0			
Establishment	-	-	-	47 8 0			
					377 8 0		
1 Moonsiff	-	-	-	141 8 0			
Establishment	-	-	-	47 8 0			
					189 0 0		
Districts.						566 8 0	
JUMBOOSUR.							
1 Moonsiff	-	-	-	150 0 0			
Establishment	-	-	-	47 8 0			
					197 8 0		
WAGRA.							
1 Moonsiff	-	-	-	188 8 0			
Establishment	-	-	-	47 8 0			
					236 0 0		
AT SUJODE.							
1 Moonsiff	-	-	-	188 8 0			
Establishment	-	-	-	47 8 0			
					236 0 0		
						669 8 0	
							1,317 3 4
Company's Rupees					-	-	3,257 7 4
COURT OF ADAWLUT.							
R. Y. Bazett, Esq., Judge and Session Judge (on Leave)	-	-	-	-	-	2,333 5 4	
Draws travelling Allowance when visiting the Judicial Functionaries under his Control.							
James Gibbs, Esq., Assistant Judge and Session Judge	-	-	-	-	-	700 0 0	
Is also Acting Assistant Judge and Session Judge at Surat.							
Draws travelling Allowance when visiting the Judicial Functionaries under his Control, and receives Fees for registering Deeds.							
Establishment.							
ENGLISH WRITERS.							
1 Head Writer	-	-	-	-	100 0 0		
1 Writer	-	-	-	-	60 0 0		
1 ditto	-	-	-	-	40 0 0		
1 ditto	-	-	-	-	35 0 0		
1 ditto	-	-	-	-	30 0 0		
						265 0 0	
LAW OFFICERS.							
1 Modftee	-	-	-	-	93 8 0		
1 Pundit	-	-	-	-	93 8 0		
						187 0 0	
Civil and Criminal Department.							
1 Sheristadar	-	-	-	-	70 0 0		
1 ditto	-	-	-	-	47 0 0		
1 Native Writer	-	-	-	-	23 8 0		
1 ditto	-	-	-	-	20 8 0		
							3,485 5 4

Judicial Department.						Office Allowance.	Per Month.	Total per Month.
COURT OF ADAWLET—continued.						R. A. P.	R. A. P.	R. A. P.
Civil and Criminal Departments—continued.						R. A. P.	R. A. P.	R. A. P.
2 Native Writers @ 19R. each	-	-	-	-	-	38 0 0		
4 ditto @ 14R. each	-	-	-	-	-	56 0 0		
1 ditto	-	-	-	-	-	12 0 0		
3 ditto @ 11R. 8A. each	-	-	-	-	-	34 8 0		
8 ditto @ 34R. 8A. each	-	-	-	-	-	76 0 0		
1 Record Keeper	-	-	-	-	-	23 8 0		
						401 0 0		
1 Jailer	-	-	-	-	-	43 0 0		
1 Deputy ditto	-	-	-	-	-	17 0 0		
						60 0 0	461 0 0	
Nazers Department.								
1 Nazer	-	-	-	-	-	116 8 0		
1 Deputy ditto	-	-	-	-	-	47 0 0		
							163 8 0	
General Department.								
1 Persian Interpreter	-	-	-	-	-	28 0 0		
1 Shroff	-	-	-	-	-	8 8 0		
1 Administrator of Oaths	-	-	-	-	-	5 0 0		
2 Chobdars @ 6R. 12A. each	-	-	-	-	-	13 8 0		
1 Sottabardar	-	-	-	-	-	5 0 0		
2 Hurcunahs @ 4R. 4A. each	-	-	-	-	-	8 8 0		
2 Blacksmiths @ 7R. 8A. each	-	-	-	-	-	15 0 0		
1 Bookbinder	-	-	-	-	-	6 12 0		
1 Water Bramin	-	-	-	-	-	4 4 0		
2 Mussalchees @ 4R. 4A. each	-	-	-	-	-	8 8 0		
4 Puckalees @ 6R. ditto	-	-	-	-	-	24 0 0		
2 Sweepers @ 4R. ditto	-	-	-	-	-	8 0 0		
1 Executioner	-	-	-	-	-	5 4 0		
							140 4 0	764 12 0
PEONS, &c.								
5 Janadars @ 8R. each	-	-	-	-	-	40 0 0		
8 Havildars @ 6R. 8A. each	-	-	-	-	-	52 0 0		
150 Peons @ 4R. 4A. each	-	-	-	-	-	637 8 0		
							729 8 0	
PRINCIPAL SUDDER AMEEN, SUDDER AMEENS, AND MOON-SIFFS.								
1 Principal Sudder Ameen Establishment	-	-	-	-	-	466 0 0 70 0 0		
						536 0 0		
1 Sudder Ameen Establishment	-	-	-	-	-	326 0 0 47 0 0		
						373 0 0		
1 Moonsiff Establishment	-	-	-	-	-	93 8 0 47 0 0		
						140 8 0	1,049 8 0	
Districts.								
DHOLKA.								
Sudder Ameen Establishment	-	-	-	-	-	326 0 0 47 0 0		
						373 0 0		
1 Moonsiff Establishment	-	-	-	-	-	140 0 0 47 0 0		
						187 0 0	560 0 0	
KAIRA.								
Sudder Ameen Establishment	-	-	-	-	-	326 0 0 47 0 0		
						373 0 0		
1 Moonsiff Establishment	-	-	-	-	-	140 0 0 47 0 0		
						187 0 0	560 0 0	
DHUNDOOKA.								
1 Moonsiff Establishment	-	-	-	-	-	186 8 0 47 0 0		
						233 8 0		2,899 0 0

Judicial Department.				Office Allowance.	Per Month.	Total per Month.
COURT OF ADAWLUT—continued.				R. A. P.	R. A. P.	R. A. P.
Districts—continued.						
NERAID.				R. A. P.		
1 Moonsiff	-	-	-	186 8 0		
Establishment	-	-	-	47 0 0	233 8 0	
VEERUMGAUM.						
1 Moonsiff	-	-	-	140 0 0		
Establishment	-	-	-	47 0 0	187 0 0	
MOONDHA.						
1 Moonsiff	-	-	-	140 0 0		
Establishment	-	-	-	47 0 0	187 0 0	
KUPPERWUNG.						
1 Moonsiff	-	-	-	93 8 0		
Establishment	-	-	-	47 0 0	140 8 0	
GOGO.						
1 Moonsiff	-	-	-	186 8 0		
Establishment	-	-	-	47 0 0	233 8 0	
PURANTEJE.						
1 Moonsiff	-	-	-	93 8 0		
Establishment	-	-	-	47 0 0	140 8 0	
OOMRUT.						
1 Moonsiff	-	-	-	140 0 0		
Establishment	-	-	-	47 0 0	187 0 0	
BORESUD						
1 Moonsiff	-	-	-	93 8 0		
Establishment	-	-	-	47 0 0	140 8 0	
Retaining Fee to the Government Pleader in the Adawlut				-	1,683 0 0	
Value of the Two Pairs of Shawls (viz., 300 Sicea Rupees) hitherto presented to the Cauzee of the Adawlut of Ahmedabad, on the Occasion of the great Mahomedan Festivals of Runzan and Buckree Eads, commuted into a Monthly Allowance of Ahmedabad Sicea 25 Rupees, or Company's Rupees				-	7 12 8	
				-	23 8 0	
				-		1,714 4 8
Company's Rupees				-	-	8,863 6 0
JUDGE'S ESTABLISHMENT.						
Principal Sudder Ameen, Sudder Ameens, and Moonsiffs Court.						
BAGULKOLL.						
1 Sudder Ameen	-	-	-	350 0 0		
Establishment	-	-	-	75 0 0	425 0 0	
BELGAUM.						
1 Moonsiff	-	-	-	100 0 0		
Establishment	-	-	-	50 0 0	250 0 0	
CHICKOREE.						
1 Moonsiff	-	-	-	200 0 0		
Establishment	-	-	-	50 0 0	250 0 0	
SOANDUTTY.						
1 Moonsiff	-	-	-	150 0 0		
Establishment	-	-	-	50 0 0	200 0 0	
ROAN.						
1 Moonsiff	-	-	-	100 0 0		
Establishment	-	-	-	50 0 0	150 0 0	
				-	1,275 0 0	
				-		1,275 0 0
Company's Rupees				-	-	1,275 0 0

Judicial Department.				Office Allowance.	Per Month.	Total per Month.
				R. A. P.	R. A. P.	R. A. P.
COURT OF ADAWLUT.						
A. Remington, Esq., Judge and Session Judge	-	-	-	-	2,333 5 4	
Draws travelling Allowance when visiting the Judicial Functionaries under his Control.						
C. Forbes, Esq., Assistant Judge and Session Judge	-	-	-	-	700 0 0	
Is also Acting Judge and Session Judge at Sholopore. Draws travelling Allowance when visiting the Judicial Functionaries under his Control, and receives Fees for registering Deeds.						
<i>Establishment.</i>						
ENGLISH WRITERS.						
1 Head Writer	-	-	-	100 0 0		
1 Second ditto	-	-	-	40 0 0		
2 Writers @ 30r. each	-	-	-	60 0 0		
1 Writer	-	-	-	20 0 0	220 0 0	
LAW OFFICERS.						
1 Hindoo	-	-	-	100 0 0		
1 Mahomedan	-	-	-	100 0 0	200 0 0	
<i>Sheristadar's Establishment.</i>						
1 Sheristadar	-	-	-	75 0 0		
1 Deputy ditto	-	-	-	50 0 0		
1 Carcoon	-	-	-	20 0 0		
4 ditto @ 15r. each	-	-	-	60 0 0		
1 ditto	-	-	-	13 0 0		
3 ditto @ 12r. each	-	-	-	36 0 0	254 0 0	
<i>Nazer's Department.</i>						
1 Nazer	-	-	-	100 0 0		
1 Deputy ditto	-	-	-	30 0 0		
1 Carcoon	-	-	-	15 0 0		
1 ditto	-	-	-	13 0 0		
1 Shroff	-	-	-	10 0 0	168 0 0	
<i>Record Keeper's Office.</i>						
1 Record Keeper	-	-	-	25 0 0		
1 Carcoon	-	-	-	20 0 0		
1 ditto	-	-	-	15 0 0	60 0 0	
<i>General Department.</i>						
1 Bookbinder	-	-	-	7 0 0		
1 Chobdar	-	-	-	7 0 0		
1 Water Supplier	-	-	-	6 0 0		
2 Sweepers @ 5r. each	-	-	-	10 0 0		
1 Mussalchee	-	-	-	4 0 0		
1 Halelcote	-	-	-	4 0 0	38 0 0	
PEONS, &c.						
2 Jemadars @ 10r. each	-	-	-	20 0 0		
4 Havildars @ 7r. each	-	-	-	28 0 0		
50 Peons @ 4r. 4A. each	-	-	-	212 8 0	260 8 0	
<i>Principal Sudder Ameen, Sudder Ameens, and Moonsiff's Court.</i>						
DHARWAR.						
1 Principal Sudder Ameen	-	-	-	500 0 0		
Establishment	-	-	-	75 0 0	575 0 0	
<i>In the Districts.</i>						
HOBBLY.						
1 Sudder Ameen	-	-	-	350 0 0		
Establishment	-	-	-	50 0 0	400 0 0	
HAVERY.						
1 Moonsiff	-	-	-	200 0 0		
Establishment	-	-	-	50 0 0	250 0 0	
Retaining Fee to the Government Pleader					650 0 0	
					8 5 4	
Company's Rupees						658 5 4
						5,467 2 8

Judicial Department.					Office Allowance.	Per Month.	Total per Month.
					R. A. P.	R. A. P.	R. A. P.
COURT OF ADAWLUT.							
W. E. Frere, Esq., Judge and Session Judge					- - -	2,300 0 0	
Is also Agent for Sirdars. (Acting Judge and Session Judge, and Agent for the Right Honourable the Governor at Surat.) Draws travelling Allowance when visiting the Judicial Functionaries under his Control.							
H. Newton, Esq., Assistant Judge and Session Judge (on Leave)					- - -	700 0 0	3,000 0 0
Is also Assistant Agent for Sirdars. Draws travelling Allowance when visiting the Judicial Functionaries under his Control, and receives Fees for registering Deeds.							
<i>Establishment.</i>							
<i>ENGLISH WRITERS.</i>							
1 Head Clerk	-	-	-	-	100 0 0		
1 Clerk	-	-	-	-	60 0 0		
1 ditto	-	-	-	-	40 0 0		
1 ditto	-	-	-	-	35 0 0		
1 ditto	-	-	-	-	30 0 0		
Unappropriated	-	-	-	-	15 0 0		
						280 0 0	
<i>LAW OFFICERS.</i>							
1 Shastree or Hindoo Law Officer	-	-	-	-	96 0 0		
1 Moolvee or Mahomedan ditto	-	-	-	-	96 0 0		
						192 0 0	
<i>Civil and Criminal Departments.</i>							
1 Sheristadar	-	-	-	-	72 0 0		
1 Assistant ditto	-	-	-	-	48 0 0		
1 Carcoon	-	-	-	-	24 0 0		
1 ditto	-	-	-	-	19 8 0		
8 ditto @ 14r. 8A. each	-	-	-	-	116 0 0		
5 ditto @ 12r. each	-	-	-	-	60 0 0		
1 Record Keeper	-	-	-	-	24 0 0		
						363 8 0	
<i>Nazers Department.</i>							
1 Nazer	-	-	-	-	120 0 0		
1 Deputy ditto	-	-	-	-	48 0 0		
3 Carcoons @ 14r. 8A.	-	-	-	-	43 8 0		
						211 8 0	
<i>General Department</i>							1,047 0 0
1 Bookbinder	-	-	-	-	10 0 0		
1 Shroff	-	-	-	-	9 0 0		
1 Chobdar	-	-	-	-	10 0 0		
2 Sottabardars @ 8r. each	-	-	-	-	16 0 0		
2 Hurrellahs @ 5r. 4A. each	-	-	-	-	10 8 0		
2 Furashces @ 5r. 4A. each	-	-	-	-	10 8 0		
2 Bhicstees @ 9r. each	-	-	-	-	18 0 0		
2 Mussalehees @ 5r. 4A. each	-	-	-	-	10 8 0		
1 Water Supplier	-	-	-	-	10 0 0		
1 Executioner	-	-	-	-	10 0 0		
						114 8 0	
<i>PEONS, &c.</i>							
2 Jemadars @ 10r. 4A. each	-	-	-	-	20 8 0		
4 Havildars @ 7r. each	-	-	-	-	28 0 0		
80 Peons @ 5r. each	-	-	-	-	400 0 0		
						448 8 0	
<i>PEONS TRANSFERRED FROM THE CITY POLICE.</i>							
1 Jemadar	-	-	-	-	13 12 0		
27 Peons @ 5r. each	-	-	-	-	135 0 0		
						148 12 0	
<i>Compensation to the Adawlut Establishment, Civil and Criminal Department.</i>							
1 Carcoon	-	-	-	-	3 0 0		
<i>General Department.</i>							
1 Chobdar	-	-	-	-	2 8 0		
1 Sottabardar	-	-	-	-	0 8 0		
					3 0 0		
						6 0 0	
							717 12 0

Judicial Department.				Office Allowance.	Per Month.	Total per Month.
				R. A. P.	R. A. P.	R. A. P.
COURT OF ADAWLUT—continued.						
Principal Sudder Amcen, Sudder Amcens, and Moonsiffs.						
SUDDER STATION.						
1 Principal Sudder Amcen	-	-	-	480 0 0		
Establishment	-	-	-	72 0 0		
					552 0 0	
1 Sudder Amcen	-	-	-	336 0 0		
Establishment	-	-	-	48 0 0		
					384 0 0	
1 Moonsiff	-	-	-	192 0 0		
Establishment	-	-	-	48 0 0		
					240 0 0	
1 Moonsiff	-	-	-	150 0 0		
Establishment	-	-	-	50 0 0		
					200 0 0	
1 Moonsiff	-	-	-	144 0 0		
Establishment	-	-	-	48 0 0		
					192 0 0	
					1,568 0 0	
In the Districts.						
PURGUNNAH INDAPPOOR.						
1 Moonsiff	-	-	-	144 0 0		
Establishment	-	-	-	48 0 0		
					192 0 0	
PURGUNNAH SEWNERE.						
1 Sudder Amcen	-	-	-	336 0 0		
Establishment	-	-	-	48 0 0		
					384 0 0	
PURGUNNAH PAWLUL.						
1 Moonsiff	-	-	-	192 0 0		
Establishment	-	-	-	48 0 0		
					240 0 0	
PURGUNNAH KHAIR.						
1 Moonsiff	-	-	-	192 0 0		
Establishment	-	-	-	48 0 0		
					240 0 0	
					1,056 0 0	
PURGUNNAH MAWUL.						
1 Moonsiff at Wagaum	-	-	-	144 0 0		
Establishment	-	-	-	48 0 0		
					192 0 0	
Agent for the Adjustment of Claims against Sirdars.						
W. E. Frere, Esq., Agent	-	-	-	-	500 0 0	
Draws also 2,300r. per Month as Judge and Session Judge, in all 2,800r. per Month.						
H. Newton, Esq., Assistant Agent (no Salary) on Leave; is also Assistant Judge and Session Judge.	-	-	-	-		
Establishment.						
ENGLISH WRITERS.						
1 Head Clerk	-	-	-	96 0 0		
1 Clerk	-	-	-	77 0 0		
1 Translator	-	-	-	77 0 0		
2 Clerks @ 24r. each	-	-	-	48 0 0		
					490 0 0	
NATIVE DUFTER.						
1 Sheristadar	-	-	-	131 8 0		
1 Carcoon	-	-	-	58 0 0		
1 ditto	-	-	-	38 8 0		
1 ditto	-	-	-	24 0 0		
2 ditto @ 19r. 8a. each	-	-	-	39 0 0		
1 ditto	-	-	-	14 8 0		
2 Boys @ 10r. each	-	-	-	20 0 0		
					325 8 0	
PEONS, &c.						
2 Chobdars @ 8r. 8a. each	-	-	-	17 0 0		
8 Peons @ 5r. 4a. each	-	-	-	42 0 0		
1 Sweeper	-	-	-	4 4 0		
						2,624 0 0

Judicial Department.				Office Allowance.	Per Month.	Total per Month.
COURT OF ADAWLUT—continued.				R. A. P.	R. A. P.	R. A. P.
Establishment, Peons, &c.—continued.						
1 Water Bramin	-	-	-	4 0 0		
1 Bookbinder	-	-	-	5 0 0		
1 Watchmaker	-	-	-	3 0 0		
1 Sweeper	-	-	-	2 0 0		
					77 4 0	
						1,393 12 0
Company's Rupees	-	-	-	-	-	8,781 8 0
COURT OF ADAWLUT.						
C. M. Harrison, Esq., Judge and Session Judge, (on Leave)	-	-	-	-	2,333 5 4	
Draws travelling Allowance when visiting the Judicial Functionaries under his Control, and receives Fees for registering Deeds.						
Establishment.						
ENGLISH WRITERS.						
1 Head Writer	-	-	-	75 0 0		
1 Writer	-	-	-	50 0 0		
1 ditto	-	-	-	30 0 0		
					155 0 0	
LAW OFFICERS.						
1 Shastree or Hindoo Law Officer	-	-	-	96 0 0		
1 Moolvee or Mahomedan ditto	-	-	-	72 0 0		
					168 0 0	
						2,656 5 4
Civil and Criminal Departments.						
1 Sheristadar	-	-	-	75 0 0		
1 Head Carcoon	-	-	-	20 0 0		
4 Carcoons @ 15r. each	-	-	-	60 0 0		
1 ditto	-	-	-	12 0 0		
2 ditto @ 10r. each	-	-	-	20 0 0		
					187 0 0	
Records Office.						
1 Record Keeper	-	-	-	25 0 0		
2 Carcoons @ 10r. each	-	-	-	20 0 0		
					45 0 0	
Nazers Department.						
1 Nazer	-	-	-	75 0 0		
1 Carcoon	-	-	-	15 0 0		
1 ditto	-	-	-	12 0 0		
1 ditto	-	-	-	10 0 0		
					112 0 0	
General Department.						
1 Shroff	-	-	-	9 0 0		
1 Water Supplier	-	-	-	6 0 0		
1 Bookbinder	-	-	-	7 0 0		
2 Halalcores, @ 5r. 4A. each	-	-	-	10 8 0		
2 Mussalchees, @ 5r. 4A. each	-	-	-	10 8 0		
					43 0 0	
Jail Department.						
1 Jailer	-	-	-	44 8 0		
					44 8 0	
						481 8 0
Principal Sudder Ameen Sudder Ameens, and Moonsiffs.						
SUDDER STATION				R. A. P.		
Principal Sudder Ameen	-	-	-	436 0 0		
Establishment	-	-	-	72 0 0		
					508 0 0	
1 Moonsiff	-	-	-	144 0 0		
Establishment	-	-	-	48 0 0		
					192 0 0	
					700 0 0	

Judicial Department.				Office Allowance.	Per Month.	Total per Month.
COURT OF ADAWLUT—continued.				R. A. P.	R. A. P.	R. A. P.
<i>Districts.</i>						
MARAH.						
1 Moonsiff	-	-	-	144	0	0
Establishment	-	-	-	48	0	0
				192	0	0
BARSEE.						
1 Moonsiff	-	-	-	150	0	0
Establishment	-	-	-	48	0	0
				198	0	0
HEEPERGAIH.						
1 Moonsiff	-	-	-	192	0	0
Establishment	-	-	-	50	0	0
				242	0	0
					632	0
						1,332
Company's Rupees				-	-	-
						4,419
						13
						4
COURT OF ADAWLUT.						
W. J. Hunter, Esq., Judge and Session Judge				-	2,333	5
Draws travelling Allowance when visiting the Judicial Functionaries under his Control.				-	4	
C. H. Cameron, Esq., Assistant Judge and Session Judge				-	700	0
Acting Assistant Judge and Session Judge of Koncan. Draws travelling Allowance when visiting the Judicial Functionaries under his Control, and receives Fees for registering Deeds.				-	0	0
						3,033
						5
						4
<i>Establishment.</i>						
ENGLISH WRITERS.						
1 Head Writer	-	-	-	96	0	0
1 Writer	-	-	-	58	0	0
1 Ditto	-	-	-	40	0	0
1 Ditto	-	-	-	35	0	0
1 Ditto	-	-	-	30	0	0
Unappropriated	-	-	-	23	8	0
					282	8
LAW OFFICERS.						
1 Shastree	-	-	-	96	0	0
1 Moolvee	-	-	-	96	0	0
					192	0
<i>Civil and Criminal Departments.</i>						
1 Judge's Sheristadar	-	-	-	72	0	0
1 Assistant Judge's ditto	-	-	-	48	0	0
1 Carcoon	-	-	-	24	0	0
3 Ditto @ 19R. 8A. each	-	-	-	58	8	0
7 Ditto @ 17R. 8A. each	-	-	-	122	8	0
2 Ditto @ 14R. 8A. each	-	-	-	29	0	0
1 Ditto	-	-	-	11	8	0
1 Ditto	-	-	-	8	0	0
					373	8
<i>Record Office.</i>						
1 Record Keeper	-	-	-	-	24	0
<i>Nazer's Department.</i>						
1 Nazer	-	-	-	109	8	0
1 Deputy ditto	-	-	-	48	0	0
					157	8
<i>General Department.</i>						
1 Bookbinder	-	-	-	12	0	0
1 Shroff	-	-	-	9	0	0
1 Blacksmith	-	-	-	10	0	0
					31	0
<i>PEONS, &c.</i>						
3 Jemadars @ 8R. 8A. each	-	-	-	25	8	0
7 Havildars @ 6R. 8A. each	-	-	-	45	8	0
70 Peons @ 4R. 4A. each	-	-	-	297	8	0
1 Chobdars	-	-	-	8	4	0
1 Sottabardar	-	-	-	7	0	0

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
Court of Adawlut—continued.			
General Department, Peons, &c.—continued.	R. A. P.	R. A. P.	R. A. P.
2 Hircarrals @ 5r. 4A. each	10 8 0		
1 Waterman	4 4 0		
2 Mussalchees @ 4r. 4A. each	8 8 0		
2 Sweepers @ 4r. 4A. each	8 8 0		
2 Halacores @ 4r. 4A. each	8 8 0		
1 Ditto	4 0 0		
		428 0 0	
Principal Sudder Ameen, Sudder Ameens and Moonsiffs.			
SUDDER STATION.			
1 Principal Sudder Ameen	480 0 0		
Establishments	72 0 0		
	552 0 0		
2 Moonsiffs @ 144r. each	288 0 0		
Establishments @ 48r. each	96 0 0		
	384 0 0		
Districts.			
KURDA.			
1 Sudder Ameen	336 0 0		
Establishment	48 0 0		
	384 0 0		
RAHOOREE.			
1 Moonsiff	144 0 0		
Establishment	48 0 0		
	192 0 0		
SUNGUMNAIR.			
1 Moonsiff	192 0 0		
Establishment	48 0 0		
	240 0 0		
SINNUR.			
1 Moonsiff	144 0 0		
Establishment	48 0 0		
	192 0 0		
NEYWASSA.			
1 Moonsiff	192 0 0		
Establishment	48 0 0		
	240 0 0		
NASSICK.		2,184 0 0	
1 Sudder Ameen	336 0 0		
Establishment	48 0 0		
	384 0 0		
1 Moonsiff	143 8 0		
Establishment	48 0 0		
	191 8 0		
CHANDORE.		575 8 0	
1 Moonsiff	192 0 0		
Establishment	48 0 0		
	240 0 0		
PATTODA.			
1 Moonsiff	192 0 0		
Establishment	48 0 0		
	240 0 0		
JAMKHAIR.			
1 Moonsiff	144 0 0		
Establishment	48 0 0		
	192 0 0		
		672 0 0	
House Rent for the Moonsiffs Court at Kumalla	3 0 0		
Ditto, Sudder Ameen at Nassick	10 0 0		
Ditto, Moonsiffs Court at Rahore	5 0 0		
		18 0 0	
Medical Establishment employed under the Civil Surgeon for attending the Sick Prisoners in the Jail.			
1 First Native Hospital Assistant		35 0 0	
			4,973 0 0
Company's Rupees			8,006 5 4

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
	R. A. P.	R. A. P.	R. A. P.
COURT OF ADAWLUT.			
E. M. Stuart, Esq., Judge and Session Judge Draws travelling Allowance when visiting the Judicial Functionaries under his Control.	- - -	2,000 0 0	
(Vacant) Assistant Judge and Session Judge Draws travelling Allowance when visiting the Judicial Functionaries under his Control, and receives Fees for registering Deeds.	- - -	700 0 0	
Establishment.			
ENGLISH WRITERS.			
1 Head Writer - - - - -	85 0 0		
1 Writer - - - - -	50 0 0		
1 ditto - - - - -	35 0 0		
1 ditto - - - - -	30 0 0		
1 ditto - - - - -	15 0 0		
		215 0 0	
LAW OFFICERS.			
1 Hindoo Law Officer - - - - -	75 0 0		
1 Mahomedan ditto - - - - -	75 0 0		
		150 0 0	
Civil and Criminal Department.			
1 Judge's Sheristadar - - - - -	65 0 0		
1 Assistant Judge's ditto - - - - -	40 0 0		
1 Carcoon - - - - -	25 0 0		
6 ditto @ 15r. each - - - - -	90 0 0		
1 ditto - - - - -	12 0 0		
1 ditto - - - - -	11 0 0		
5 ditto @ 10r. each - - - - -	50 0 0		
2 ditto @ 8r. each - - - - -	16 0 0		
Record Office.			
1 Record Keeper - - - - -	20 0 0		
		329 0 0	
Nazer's Department.			3,394 0 0
1 Nazer - - - - -	70 0 0		
Jail Department.			
1 Jailer - - - - -	45 0 0		
		115 0 0	
General Department.			
1 Shroff - - - - -	10 0 0		
1 Bookbinder - - - - -	9 0 0		
1 Blacksmith - - - - -	10 0 0		
1 Turrass - - - - -	4 8 0		
1 Waterman - - - - -	4 8 0		
2 Massalchees @ 4r. 4A. each - - - - -	8 8 0		
2 Hullalcores @ 4r. 4A. - - - - -	8 8 0		
		55 0 0	
PEONS, &c.			
2 Jemadars @ 9r. 8A. each - - - - -	19 0 0		
6 Havildars @ 6r. 8A. each - - - - -	39 0 0		
53 Peons @ 4r. 4A. each - - - - -	225 4 0		
		283 4 0	
Sudder Ameen and Moonsiffs.			
TALLOOKA MALLIGAUM.			
1 Sudder Ameen - - - - -	334 8 0		
Establishment - - - - -	48 0 0		
1 Moonsiff (vacant) - - - - -	143 8 0		
Establishment - - - - -	48 0 0		
		574 0 0	
TALLOOKA YAWULL.			
1 Moonsiff - - - - -	191 8 0		
Establishment - - - - -	48 0 0		
		239 8 0	

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
<i>Court of Adawlut—continued.</i>			
<i>Sudder Ameen and Moonsiffs—continued.</i>	R. A. P.	R. A. P.	R. A. P.
<i>TALLOOKKA DHOOLIA.</i>			
1 Moonsiff - - - - -	191 8 0		
Establishment - - - - -	48 0 0	239 8 0	
<i>TALLOOKA NUNDOOVBAR.</i>			
1 Moonsiff - - - - -	143 8 0		
Establishment - - - - -	48 0 0	191 8 0	
<i>TALLOOKA BAGLAN.</i>			
1 Moonsiff - - - - -	143 8 0		
Establishment - - - - -	48 0 0	191 8 0	
<i>CONTINGENCIES.</i>			
House Rent to the Moonsiffs Court at Nundooqbar - - -	4 0 0	4 0 0	1,893 4 0
Company's Rupees - - - - -	- - -	- - -	5,287 4 0
<i>Court of Adawlut.</i>			
<i>Establishment.</i>			
<i>ENGLISH WRITERS.</i>			
1 Head Writer - - - - -	100 0 0		
1 Writer - - - - -	50 0 0		
1 ditto - - - - -	30 0 0		
1 ditto - - - - -	20 0 0	200 0 0	
<i>NAYADISH CUTCHERRY.</i>			
1 Sickanecs - - - - -	168 0 0		
1 Hindoo Law Officer - - - - -	48 0 0		
1 Mahomedan ditto - - - - -	33 8 0		
1 Naib Mooneem - - - - -	144 0 0		
1 Mooneem - - - - -	120 0 0		
1 ditto - - - - -	96 0 0		
1 ditto - - - - -	96 0 0		
1 Nazur - - - - -	96 0 0		
1 Carcoon - - - - -	62 4 0		
2 ditto @ 48r. each (1 vacant) - - - - -	96 0 0		
1 ditto - - - - -	33 8 0		
4 ditto @ 24r. each - - - - -	96 0 0		
1 ditto - - - - -	21 0 0		
10 ditto @ 19r. each - - - - -	190 0 0		
2 ditto @ 16r. 4A. each - - - - -	32 8 0		
19 ditto @ 14r. 4A. ditto - - - - -	270 12 0		
1 ditto - - - - -	11 8 0		
1 ditto - - - - -	10 0 0		
2 ditto @ 8r. each - - - - -	16 0 0		
	1,641 0 0		
1 Storekeeper - - - - -	8 0 0		
1 Ironsmith - - - - -	5 0 0		
1 Hurkanwe - - - - -	5 0 0		
1 Barber - - - - -	4 0 0		
	22 0 0	1,663 4 0	1,863 4 0
<i>Ameens and Nyadish, &c.</i>			
<i>PETTA SATTARA.</i>			
1 Ameen - - - - -	38 4 0		
1 Carcoon - - - - -	20 0 0		
1 ditto - - - - -	17 4 0		
3 ditto @ 14r. 4A. each - - - - -	42 12 0		
1 Duffadar - - - - -	7 0 0		
2 Peons @ 5r. each - - - - -	10 0 0		
1 ditto - - - - -	4 8 0		
17 ditto @ 4r. each - - - - -	68 0 0	207 12 0	

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
COURT OF ADAWLUT—continued.	R. A. P.	R. A. P.	R. A. P.
Ameens and Nyadish, &c.—continued.			
PETTA JOWLEE.			
1 Nayadish	19 0 0		
8 Peons @ 4R. each	32 0 0	51 0 0	
PETTA TARGAOM.			
1 Nayadish	38 4 0		
1 Carcoon	11 8 0		
1 Peon	5 0 0		
7 ditto @ 4R. each	28 0 0	82 12 0	
PETTA KURRAR.			
1 Sudder Ameen	350 0 0		
1 Carcoon	21 0 0		
1 ditto	19 0 0		
1 ditto	14 4 0		
1 ditto	11 8 0		
1 ditto	10 0 0		
1 Duffadar	7 0 0		
5 Peons @ 5R. each	25 0 0		
14 ditto @ 4R. each	56 0 0		
1 ditto	8 0 0	516 12 0	
PETTA WALWA.			
1 Nayadish	28 12 0		
1 Carcoon	11 8 0		
1 Peon	5 0 0		
9 ditto @ 4R. each	36 0 0	81 4 0	
PETTA KHUTTOW.			
1 Nayadish	33 8 0		
1 Carcoon	14 4 0		
9 Peons @ 4R. each	36 0 0	83 12 0	
PETTA KHANAPORE.			
1 Ameen	48 0 0		
1 Carcoon	28 12 0		
1 ditto	19 0 0		
2 ditto @ 11R. 8A. each	23 0 0		
1 ditto	10 0 0		
1 Duffadar	7 0 0		
20 Peons @ 4R. each	80 0 0	215 12 0	
PETTA PUNDERPOOR.			
1 Ameen	33 8 0		
1 Carcoon	24 0 0		
2 ditto @ 19R. each	38 0 0		
2 ditto @ 14R. 4A. each	28 8 0		
1 Duffadar	7 0 0		
1 Peon	5 0 0		
23 ditto @ 4R. each	92 0 0	228 0 0	
PETTA WAE.			
1 Ameen	38 4 0		
1 Carcoon	33 8 0		
1 ditto	19 0 0		
3 ditto @ 14R. 4A. each	42 12 0		
1 Duffadar	7 0 0		
3 Peons @ 5R. each	15 0 0		
1 ditto	4 8 0		
16 ditto @ 4R. each	64 0 0	224 0 0	
PETTA KORAGAON.			
1 Nayadish	19 0 0		
1 Carcoon	14 4 0		
1 Peon	5 0 0		
7 ditto @ 4R. each	28 0 0	66 4 0	

Judicial Department.	Office Allowance.	Per Month.	Total per Month.
<i>Court of Adawlut—continued.</i>	R. A. P.	R. A. P.	R. A. P.
<i>Amcens and Nyadish, &c.—continued.</i>			
PETTA BEEJAPPOOR.			
1 Nayadish - - - - -	38 4 0		
1 Carcoon - - - - -	11 8 0		
2 Peons @ 5R. each - - - - -	10 0 0		
13 ditto @ 4R. each - - - - -	52 0 0		
		111 12 0	
			1,869 0 0
Company's Rupees - - - - -	- - - - -	- - - - -	3,732 0 0

True Copies.

East India House, }
5th April 1853 }

T. L. PEACOCK,
Examiner of India Correspondence.

EAST INDIES.

R E T U R N

To an Order of the House of Lords, dated 17th March 1853,

FOR

RETURN of the OFFICERS in each COURT of JUSTICE in INDIA, the fixed SALARY of each, if any, and the AMOUNT of FEES, as far as the same can be given, upon each Process: Also,

The total Amount of FEES RECEIVED by each OFFICER on the AVERAGE of THREE YEARS, and also AMOUNT of the STAMP DUTIES taken upon PROCEEDINGS in CIVIL SUITS in the several COURTS of JUSTICE in INDIA, showing the Amount of separate Duty in each Class of Suits.

Ordered to be printed 7th April 1853.

RETURN

(To an Order of the HOUSE OF LORDS, dated 14th July 1853.)

FOR

COPIES of any CORRESPONDENCE between the GOVERNMENT of INDIA and the COURT of DIRECTORS, and of any DOCUMENTS received from INDIA, relative to the LINES to be selected for the SYSTEM of RAILWAY COMMUNICATIONS in that Country.

East India House, }
21st July 1853. }

JAMES C. MELVILL.

Ordered to be printed 21st July 1853.

CONTENTS.

	PAGE.
No 1. Copy Despatch from the Court of Directors of the East India Company to the Governor-General of India in Council, in the Financial Department, No. 51, dated 22nd September 1852	5
No. 2. Copy Memorandum by Major Kennedy, dated 14th September 1852	ib.
No. 3. Copy Despatch from the Court of Directors to the Governor-General, in the Financial Department, No. 67, dated 21st December 1852	20
No. 4. Copy Despatch from the Court of Directors to the Governor-General, in the Financial (Railway) Department, No. 1, dated 19th January 1853	21
Enclosures. Copy Correspondence between the Court of Directors and the Promoters of the Baroda and Central India Railway Company	ib.
No. 5. Copy Despatch from the Court of Directors to the Governor-General, in the Financial (Railway) Department, No. 3, dated 16th February 1853	27
No. 6. Copy Despatch from the Court of Directors to the Governor-General, in the Financial (Railway) Department, No. 4, dated 2nd March 1853	ib.
No. 7. Copy Despatch from the Court of Directors to the Governor in Council at Fort St. George, in the Financial Department, No. 13, dated 18th August 1852	28
No. 8. Copy Letter from the Governor-General to the Court of Directors, in the Financial (Railway) Department, No. 4, dated 4th May 1853, and accompanying Documents	29

MINUTE by the HONOURABLE SIR F. CURRIE, BT., dated May 2, 1853.

THESE very voluminous papers came to me on Friday. I have studied with great attention the Governor-General's Minute, and I have given the best consideration which I am able, under the pressure of preparation for departure from India in a few days, to the immeasurably important subjects discussed therein, many of which have necessarily been for some time familiar to me, and have been, more or less, subjects of thought and deliberation. I entirely concur with the Most Noble the Governor-General in his opinions regarding the vast importance of railways in India in every point of view, and regarding the lines which should be first attempted in the several presidencies, and the means by which these comprehensive operations should be carried on.

(Signed) F. CURRIE.

May 2, 1853.

MINUTE by the HONOURABLE J. LOWIS, dated May 2, 1853.

- I FULLY concur in the views of the Most Noble the Governor-General on this most important subject, and in the earnest hope expressed by his Lordship that a system for the introduction of railways over the whole Indian empire may be at once organized.

The more specific recommendations contained in his Lordship's Minute appear to me to be highly practical and judicious, and calculated to secure the great end in view economically, and within a reasonable time.

In my opinion there is nothing which will give so immediate an impulse to the moral, social and commercial improvement of this country as these railways.

(Signed) J. Lowis.

May 2, 1853.

CORRESPONDENCE, &c.

No. 1.

Financial Department, September 22 (No. 51), 1852.

Indian Railways.

Our Governor-General of India in Council,

WE forward, for your consideration, copy of a memoir by your late consulting engineer, Major J. P. Kennedy, upon the subject of railways in India, and we request your attention to his remarks upon the future direction of the Bombay line, as this is a question upon which we are expecting to receive your decision, in view to the extension of that railway.

We are, &c.

(Signed)

J. W. HOGG.

R. ELLICE.

&c. &c.

No. 2.

MEMORANDUM UPON INDIAN RAILWAYS, by Major J. P. Kennedy.

Major
J. P. Kennedy.

CONTENTS.

	Paragraph.
Saving which railways would produce in the Military Establishment of India	
2,332,482 <i>l.</i> per annum	1 to 22
Saving would produce a capital of 77,749,400 <i>l.</i> which would construct 15,549 miles of railway at a cost of 5,000 <i>l.</i> per mile	28 „ 28
Erroneous project now in progress in the Presidency of Bombay	29 „ 35
General rules proposed for construction, &c., of railways to prevent error	36 „ 38
Indian Government occupies the position of General Land Proprietor as well as Government, and is therefore the only source from which the development of the country's resources can emanate	39 „ 50
Peculiarities in the physical structure of India affecting railway projects	51 „ 54
General project for construction of railways in India	55 „ 58

APPENDIX.

Torrington Square, 14th September, 1852.

1. It is not sufficient to be convinced, as I am, that the establishment of railways in India is an essential preliminary to the attainment of the highest degree of efficiency of which our military and civil administrations are capable—to the prevention of local famine, and to the uniform dispersion of food—to any vigour and activity in manufacture or commerce—to the increased consumption of English goods—to the power of competing with America in furnishing to England raw cotton and other important articles—in short, to the growth of every thing connected with the extension of British interests in India, as well as with the industry, the wealth, and the comfort of its vast population.

2. It is still requisite, in addition to this conviction, to be able to see how the risk of the government guarantee, which the money market requires for capital invested in Indian railways, shall be borne, under the worst aspect that that risk can assume.

3. I believe that upon the Great North Western Line of Bengal, which I know better than any other, the risk would be absolutely nothing; but, at the same time, when Government, or when an individual gives a guarantee, it is a correct precaution to assume the possibility of being called upon to pay the whole amount of such guarantee, and to examine how that amount, if required, shall be forthcoming.

4. The question then is, where there be any direct and immediate equivalent which the Government of India can calculate upon from the establishment of

Indian Railways.

Major
J. P. Kennedy.

railways, which would enable them, if so called upon, to disburse the amount of the guarantee required without any additional charge upon the revenues.

5. I feel certain that such an equivalent would be the result, at least as far as regards the one great line of railway from Calcutta to the north-west, by the enormously increased efficiency that it would produce upon the operations of the Bengal army in facilitating the concentration of troops on any required point, and by the consequent numerical reduction of that army which it would justify. If I can show this, I am persuaded that nothing more will be required to induce the Government to adopt that immediate and vigorous activity in pressing forward the construction of railroads, which they are so well aware that every interest of India demands.

6. On referring to the last revenue accounts furnished to Parliament by the East India Company, we find the military expenditure incurred for the last year of the return, 1848-49, to be as follows :—

Bengal, Company's Rupees	-	-	4,99,35,384
Madras	"	-	2,62,06,214
Bombay	"	-	1,71,57,759
Total	"	-	<u>9,32,99,356</u>

7. We may assume, that of this expenditure a certain proportion, say one-fourth, would be of a nature that would not, under any circumstances, bear reduction, such as staff pensions, officers' pay, &c. ; but that increased efficiency would enable a reduction with safety to be applied to a portion of the remaining three-fourths of that expenditure.

8. To judge as to the effect which the contemplated line of railway from Calcutta to the north-west would have upon the efficiency of the Bengal army, it must be kept in mind that a regiment marching from Calcutta to Peshawar (about 1,446 miles) would occupy a period of six months, or the whole temperate or active season of one entire year, on the way, whilst by railway it could be carried the same distance in from 70 to 100 hours, and shorter distances in corresponding comparative periods respectively.

9. When the Sikhs crossed the Sutlej on the 15th of December 1845, it was six days before the nearest troops could be congregated to meet them, and that could only be effected by leaving the adjacent stations of Loodiana, Umballa, and Meerut comparatively unprotected, whilst the small force at Ferozepore were for several days exposed to the risk of an attack from the whole Sikh army.

10. The British Commander-in-Chief, Lord Gough, aided by the whole power and military experience of Lord Hardinge as Governor-General, having marched from Umballa on the 11th of December, by the utmost exertions and forced marches, met the enemy on the 18th—the greatest amount of concentration that could be effected during those seven days by denuding the nearest stations, being under 18,000 men ; and with this comparative handful of troops he was obliged to fight, at Moodkee, a most hazardous battle with a well equipped army of 30,000 men having a reserve of 30,000.

Three days later, on the 21st of December, when the British force had been increased by only 5,000 men more, making in all about 17,000, they were forced to fight at Ferozeshah for two consecutive days. Thus, after ten days of concentration, only 17,000 men could be brought together from the nearest stations, leaving those stations exposed, and this out of the large and magnificent force forming the Bengal army, or I should say rather out of the united armies of British India.

11. This gallant little band was obliged to take the risk of three battles opposed to a well organized and well equipped army of 60,000 men, with the enormous disadvantage of an inadequate supply of ammunition ; a combination of circumstances which placed in extreme peril the British empire in India.

12. Had the proposed railway from Calcutta to the north-west been in existence, twenty-four hours would have enabled the Commander-in-Chief to concentrate on the point attacked 60,000 men, amply furnished with artillery and stores of every kind, drafted proportionally from all the main stations, and without leaving any point or cantonment in the rear unprotected.

13. To be convinced of this it is only requisite to refer to the plan, showing that the line of railway would pass centrally through the great line of important military stations between Calcutta and the Sutlej; and, if we conceive a well combined extension of the principle of trunk railways completed throughout the three presidencies, the draft for any large field force required might, with proportional facility and rapidity, be concentrated from the main stations of the three armies, thereby producing a proportionably slight withdrawal of the force from any particular locality.

14. We have at this moment conflicts going on at the north-western and north-eastern extremities of our Indian frontier points about 2,000 miles apart; either or both of which conflicts may grow into serious wars requiring immediate and extensive reinforcements of troops and stores. The very nature of our empire in India must, at all times, expose us to similar conflicts without much warning; and our stability, or even existence there, must depend on our being able to meet such conflicts with energy and rapidity, without dangerously diminishing the garrisons of other important districts, particularly of those that are nearest to the seat of war, and therefore most exposed.

15. No one will deny that the efficiency of an army is in some inverse ratio to the time required to concentrate such a preponderating force of well-trained troops on any given point of its lines of defence as shall secure victory over the largest hostile force that can be expected to attack it.

16. When the movements are slow, as must be the case when the troops have to concentrate by marching, each limited district must be copiously armed for its own defence and protection; but when the power of concentration is rapid, as is the case when troops can be brought together to any given point by railway from very distant stations—then a comparatively small force will suffice for each particular district.

17. What the exact ratio of increased efficiency may be as compared with the increased power and rapidity of concentrating troops and conveying artillery and commissariat supplies to the first place of assembly for a campaign, as well as in the subsequent supply of reinforcements and provisions, it is difficult to express in precise numbers. But it would probably not be straining the argument to assume, that two-thirds of any given army for the protection of British India, would be much more efficient where a field force of 50,000 or 60,000 men, with ample artillery, stores, and provisions, could be congregated on any point of its vast lines of defence in twenty, forty, or sixty hours, than the whole of such an army would be under the present system, requiring a mean period of three or four months to bring such a force together.

18. It is not for a moment implied that in the subsequent manœuvres of a campaign the general can be aided by the existence of railways. Their advantage in a military point are only assumed to apply to the first concentration of a force and to its after reinforcement with troops, provisions, and stores. But all those acquainted with the Indian climate and practices will understand how much greater those advantages would be as applied to India, than if our consideration had reference to Europe. In India, marching or campaigning in summer is out of the question, unless at a fearful expense of life and health to our troops, whilst from the vast extent of territory we occupy there, the ordinary dispersion of our forces may be nearly in the ratio of 1,000 miles as compared to 100 miles at home.

19. Under the foregoing views I shall deal with the present military expenditure of Bengal as follows:—

That amount being, Company's Rupees	-	-	4,99,35,384
From this sum I take $\frac{1}{3}$ of $\frac{3}{4}$, or $\frac{1}{4}$ of the whole, as a reduction of expenditure, due to the increased efficiency of the army, to be produced by railways			1,24,83,846
Subsequent military charge for Bengal	-	-	3,74,51,538

20. The reduction of expenditure in the military establishment of Bengal, which I maintain the construction of the railway from Calcutta to the north-west would justify, and still leave the army a much more powerful engine than it is at present, would be Company's Rupees 1,24,83,846 per annum, or taking the rupee at 2s., it would be in British money 1,248,384*l.*, which at 5 per cent. would enable the East India Company to raise a capital of 24,967,690*l.*, or at 4 per cent. 31,209,600*l.*, or at 3 per cent. 41,812,800*l.*, with which to construct railways in Bengal on government account; or, if it be considered preferable,

Indian Railways.

Major
J. P. Kennedy.

to work the railways through private companies, the Indian Government can venture to guarantee to such an amount of capital without increasing the public charges of Bengal, even supposing the whole amount of the guaranteed interest to be annually paid by government to the companies.

21. But if, as I firmly believe, an economically and judiciously constructed line to the north-west of India, would be ample remuneration from its own resources, then the whole reduction of 1,248,384*l.* annually, on the Bengal military establishment, would be a clear saving upon the present expenditure; and, in addition to this large saving must be considered the saving that would occur on the transport of troops in the annual reliefs, the saving upon transport of treasure and treasure parties, and, above all, the abolition of that most oppressive practice which the movement of troops now entails by the necessity of pressing the carts and animals of the country people, and carrying them hundreds of miles from their homes, in order to furnish the requisite means of military conveyance. Yet the advantages, in a military point of view, would form only one of the numerous classes of benefits which such an undertaking would confer upon the country; nor is it easy to estimate the annually increasing prejudice to Indian produce which the delay of applying this principle is producing; or how it is to recover the start which energy, wisdom, and activity in this respect are giving to American produce, even in our own markets!

22. Adopting the foregoing principles as generally applicable to the three presidencies, I shall now offer a table showing the annual saving on the military establishments of India generally, which a well arranged system of railways would produce; showing also the capital which that saving would enable the Government to command, either as a guarantee fund in the event of private companies doing the work, or as a fund for actual construction, by the Government itself. And further showing the number of miles of railway that can be made out of such capital at different rates of cost per mile, omitting fractional parts.

TABLE ABOVE REFERRED TO.

FRACTIONS.	Present Cost of Military Establishment as given in Parliamentary Return for 1848-9.	Annual saving upon Military Establishment which would accrue from the introduction of Railway Interest.	Capital which may be raised for Construction of Railways upon annual saving in Col. 2, at					Number of Miles of Railway which may be constructed by Capital in Col. 4, at per Mile						Number of Miles which may be constructed by Capital in Col. 5, at £5,000 per Mile.
			3 per Cent. per Annum.	4 per Cent. per Annum.	3 per Cent. per Annum.	£ 3,000.	£ 5,000.	£ 7,000.	£ 8,000.	£ 9,000.	£ 10,000.			
1		2	3	4	5	6	7	8	9	10	11	12		
Bombay	£ 1,715,775	£ 428,943	£ 5,578,860	£ 10,722,575	£ 14,298,100	2,144	1,787	1,531	1,340	1,191	1,072	2,859		
Madras	£ 2,620,621	£ 655,155	£ 33,103,100	£ 16,378,875	£ 21,838,500	3,275	2,729	2,339	2,047	1,819	1,637	4,367		
Bengal	£ 4,903,558	£ 1,443,334	£ 24,967,880	£ 31,209,500	£ 41,612,800	6,241	5,210	4,438	3,901	3,467	3,120	8,322		
Total	£ 9,329,953	£ 2,332,182	£ 45,649,040	£ 58,312,950	£ 77,749,400	11,660	9,716	8,328	7,288	6,377	5,829	15,549		

Indian Railways.

Major
J. P. Kennedy

23. In a report which I addressed to the Government of India on the 29th of January 1851, I dwell at some length on the principles which appeared to me indispensable to ensure success and profit in this class of undertakings, and to avoid those errors, that waste, and that ruin to shareholders, which have characterized similar works in England.

24. Those principles were at once approved and adopted by the Government, and one important result which may be anticipated from them, is that of forcing those charged with the construction of the works in India to adopt the most essential of all rules in engineering, which has unfortunately been generally disregarded in English railway practice, that of the engineer feeling his character responsible not only for the eligible nature of his project and the efficiency of his works, but likewise for the funds invested bringing back a remunerative return to his employers—unless he shall have clearly expressed his written opinion that such a return is not to be expected, *even under the most economical system of construction that can possibly be applied.* This assuredly should have been the first consideration with engineers employed by companies whose sole object was to obtain a profitable return for their investment. And had they been guided by such a consideration they would never have allowed their works to cost 188,000*l.* per mile, nor 178,000*l.*, nor 70,000*l.*, nor 60,000*l.*, nor 50,000*l.*, nor 40,000*l.*, nor even 30,000*l.* per mile. Nor would they have constructed their lines with such defective gradients as must necessarily limit the loads of their powerful engines to a degree that must consume the profits otherwise attainable in the permanent working of the lines.

25. Had engineers kept the interests of their employers in view, they would have individually and collectively remonstrated against the extravagance and fraud attending the preliminary investigation of the merits of projects prior to their sanction and adoption, the frauds in valuation of property, law costs, &c.; and had they done so Parliament would have listened to their remonstrance, and would have granted reasonable protection to the most useful class of speculators who have ever shown themselves in the British empire, and who, as matters now stand, have been pillaged by the inexcusable negligence of those in whom they confided to the extent of so many millions of pounds sterling. Happily for India its Government have not overlooked the justice and wisdom of protecting this class of investment from the futile processes and scandalous frauds which attended the preliminary investigation, the legal chicanery, and the acquirement of the land in England.

26. But it is still imperative to adopt the most arduous and incessant scrutiny of all projects, as well as supervision in the subsequent execution, to eradicate the grave errors in the former, and the extravagance in the latter, which will otherwise assuredly emanate from those trained in the practice of England.

27. For greater security, I have given in the above table to paragraph 22 a scale, shewing the number of miles which might be made at different rates of cost, to the amount of the capital which I assume the annual saving on the military establishment would produce in each of the presidencies. But although for facility of calculation and precaution's sake, I have extended this scale from an average of 5,000*l.* per mile to that of 10,000*l.*, I am nevertheless convinced that the lower average of 5,000*l.* per mile ought amply to suffice for single tracks, if the engineers in charge can be forced to keep constantly in mind that the one thing needful is a remunerative return for the capital confided to them. My own experience the results obtained on the continents of Europe and America, some few cases even in our own country, as well as the comparative low price of labour in India, all tend to confirm this conviction. It will be safe, however, even holding this opinion, to limit in the first instance the authority for construction to one half of the mileage,—which would be, at that rate, a quantity quite sufficient to open the main lines of trunk road throughout the several presidencies. It would give—

For Bengal	-	-	-	-	-	3,120 miles
„ Madras	-	-	-	-	-	1,637 „
„ Bombay	-	-	-	-	-	1,072 „
Total	-	-	-	-	-	5,829 miles.

28. I have no doubt that the saving upon the military establishments may be fairly calculated to cover the risk of railway guarantee in the presidencies of

Madras and Bombay, as well as in Bengal. The natural formation and fall of the land, the commercial requirements as regard lines of railway, and the military points of occupation in those presidencies, sustain this view. In Bengal it must be allowed that all these matters have a singularly concurrent coincidence, whilst some peculiarities of the Bombay presidency call for the most cautious and judicious consideration, in order to secure to it the full measure of advantage of which it is susceptible.

Indian Railway

Major
J. P. Kennedy.

29. In this view I apprehend that the project now in progress at Bombay calls for some very important modification of the original design. It is to be hoped, however, that this modification may be effected without the necessity of abandoning, for one object or another, any of the work done. It was an error to contemplate carrying the great northern traffic, including that of Candeish and Berar over the Syhadru Ghats. At the same time the portion of road made from Bombay as far as Tannah will probably be found suitable as the commencement of the great northern trunk road; whilst from Tannah on by Calian, &c., the work done may come into use as a branch towards Sholapore, &c., from the trunk line.

30. It would appear that the proprietors of the works now in progress at Bombay proposed to cross the Syhadru range by the Malsej Ghât, 2060 feet high. They propose to surmount the precipitous portion of the Ghât, 1,770 feet high by a fixed engine incline of about six miles, with a gradient of about one in eighteen, or by an alternative incline thirteen miles long with a somewhat reduced gradient. They would then proceed through the table-land due east, for twenty miles and a half to Alleh, the maximum incline being so great as one in 113. At Alleh they would send off a branch to the south eastward, in the direction of Sholapore; but the principal object appears to be the northern line from Alleh through Candeish, and crossing the Taptee and Nerbudda rivers, they would take the direction of Agra, after passing by Mhow, Indore, &c. They would also throw off a branch from the Nerbudda, bearing on Allahabad. Here, then, we have gravely proposed a most erroneous project of a grand trunk road by which the whole northern, north-western, and north-eastern traffic is to approach Bombay, the important mercantile capital of western India. Between Bombay and Agra, it appears to be the intention that this great trunk line, (second only to that of the Ganges, if even second to it,) should pass over no fewer than four *unnecessary* and fierce ranges of mountain, of which I imagine the aggregate amount of rise and fall would not be less than from 8,000 to 9,000 feet, whilst on the natural route by Surat and the valleys of the Mhye and Chumbul there is but one summit to pass, at Neemuch, between Bombay and Agra. The height of this summit is 1,356 feet, which, added to the fall from Neemuch to Agra, say 850 feet, would make the total rise and fall by this line only 2,206 feet, whilst the distance would be about 120 miles less than that by the hilly route through the Ghâts.

See Appendix
Nos. 2 and 3.

See Appendix
No. 2.

31. The same reasoning which overthrows this project as a general trunk line between Bombay and Agra holds equally against that portion of it intended to open an intercourse between Bombay and the districts of Candeish and Berar. On this portion of it the aggregate amount of rise and fall would probably exceed considerably 4,000 feet, whilst by the coast we go level to Surat, and branch off by the Taptee Valley at the slight gradient of the river, without passing any range whatever; nor would the distance by this route exceed that over the Ghâts.

32. The best route harmonizes with every general and local interest of India, in their widest extent,—whether as regarding the north, by the route I propose, with the power of throwing off branches,—or as regarding the east, by the valleys of Taptee, Nerbudda, Soane, Godavery, Lower Kistna, &c.,—or as regarding the west, by Guzerat, Kurrachee, the Indus, &c.

Nothing can exceed the eligibility of this mode of opening the communication of all those districts with Bombay. Nothing could be more preposterous than to think of carrying the traffic of any of them over the Ghâts.

33. There is no doubt that the interests of the table-land east and south-east from Bombay call for every exertion to open a passage through the Syhadru range. But it is with this view, and this view only, that the work done to the eastward of Tannah can be made available.

34. I shall not *here* enter into the smaller question of whether the Malsej or the Bhore Ghât might have been the preferable one through which to reach that-table land.

See Appendix
No. 3.

Indian Railways.

Major
J. P. Kennedy.

35. But what I most earnestly appeal against is, the project which has for its object to approach the district of Candeish or Berar, or any other part of India to the north, the eastward, or the westward of those districts, by any line whatever passing over the Ghâts. I trust that the East India Directors and the Board of Control will resist every suggestion made to them with this object, until they shall have heard from the Governor-General of India upon the subject. And I feel firmly convinced that his Lordship's experience will sustain the view which I take of this most important subject. The nature of the error is precisely similar to, though of much greater magnitude than that which I brought under his consideration in the project of the East Indian Railway Company in Bengal. He did not hesitate in adopting the remedy I recommended in the Bengal case; nor will he now for a moment hesitate in protecting those vast districts which the Bombay project would affect, from the unnecessary tax on their transport of goods, that would be the inevitable effect of carrying them over several fierce ranges of hills, when a much shorter line can be had, avoiding those hills, and combining the broadest interests of Indian traffic generally.

36. The project above referred to proves at least the pressing necessity of laying down without delay some general and well defined principles of action on the subject, as a protection against similar errors in future, and with a view to direct, concentrate, and combine with useful effect the efforts of well intentioned active minds. With this object I would propose the following broad rules in respect to railways, for the adoption of the Government of India. They may somewhat startle European Engineers as aiming at a degree of perfection, of which our section of the world might scarcely admit; but the more they examine the physical formation and circumstances of India, the more they will be convinced that what I propose is in strict harmony with those natural advantages which Providence has placed within our reach there, if we can but appreciate them and exert the requisite degree of judgment in their application.

37. I propose—

1st. That all railways constructed in India shall belong to one of two classes—the first or the second class.

2d. That the regulating gradient of the first class or trunk railway shall not exceed one in 2,000;—by “regulating gradient” is meant the gradient which shall regulate the load of the engine.

3d. That no regulating gradient of any second class or branch railway shall exceed 1 in 330.

4th. That short, alternate, impulsive planes may be introduced to assist the ascent, not to exceed a length of half a furlong each, and not to be nearer to each other than one furlong and a half.

5th. That no line shall be undertaken where the estimated cost shall exceed the average rate of 5,000*l.* per mile of single tract. But that this rate of cost is not expected to include the bridging of large rivers as the Soane, Jumna, &c. exceeding half a mile wide at flood level. Such rivers are to be considered as breaks or temporary termini, where goods and passengers are to be carried across on rafts.

6th. That no line shall be sanctioned except for a single track of rails, with masonry, cuttings, and embankments to correspond. The ground, however required for a double tract, to be in all cases secured.

7th. That no locomotive engine shall be introduced to India for ten years, except such as the ratio between the length of stroke of piston and the diameter of the driver wheels shall sanction with reference to the maximum load. Notwithstanding any sacrifice of velocity on the journey, Rule No. 11, contains an exemption from this restriction.

8th. That when piling for foundations may be requisite, the foundations are to be laid to suit a double track, although the superstructure is only carried up for a single tract.

9th. That no portion of any line shall be permitted to open for the transport of goods or passengers until the capital account for the construction of such portion shall have been closed.

10th. That no more than one train daily shall run in each direction upon any line until the traffic shall furnish more goods and passengers than one engine can carry, after which a second may start daily each way. And that when the traffic calls for three trains fully loaded per day, then arrangements shall be made for laying down a second track of rails.

See Appendix
No. 4

11th. That notwithstanding the tenor of Rule No. 6., if on any line it shall appear that the profits exceed a dividend of six per cent. per annum, it shall then be permitted if thought advisable by the directors of the company interested, to introduce engines of higher powers of velocity with the view of running passenger trains separate from goods trains.

Indian Railways.

Major
J. P. Kennedy.

12th. That the height above the sea of all obligatory points throughout India, having reference to the construction of works, draining, irrigation, &c., such as the highest points or necks of valleys, the low passes in mountain ranges, be obtained and recorded with all convenient despatch on the maps now in progress of construction by the Surveyor-General's department; and that, in addition to this, the heights of numerous points of inundation-level be taken upon the rivers of India, and recorded upon the maps at intervals of two or three miles, so as to admit of the protraction of proximate sections of the slope of such rivers; and that any striking peculiarity in the lines of rivers, or of the ground between adjacent rivers be reported upon to the Surveyor-General by his subordinate officers, such reports to be methodically arranged in his office as records.

38. Although the object of the foregoing rules is sufficiently obvious, still a few observations upon them may not be considered superfluous. They seek to unite all considerations in the grand object of securing a remunerative return for the capital employed, without which it is clear that the progressive expansion of the principle involved cannot possibly be carried to the extent required by the interests of the Indian people. They keep in view the first principle of advantage possessed by Railway traction over all other kinds, that of enabling the smallest power to produce the greatest result, and they tend to secure that that result so absorbing the power shall be as much as possible applied to the movement of effective load, and that the power shall not be absorbed either in the mere luxury of a superfluous velocity, or in contending with gravity or unnecessarily steep inclines. They seek to secure the principle of economy both in the permanent working of the lines and in their original construction. With regard to this last consideration, there is no question that if engineers are forced to work with economy they can do so. I am about to inspect a line of single track road that has been lately constructed at home at an outlay of 5,000*l.* per mile. If I find the result of any importance I shall not fail to report it for the benefit of the Indian Government; and if a work can be produced here at that cost, there can be no question as to its sufficiency in India, where labour can be had at one-seventh of our rate.

39. It is necessary now to refer once more to the general finance account already alluded to. In it we find that the land revenue or government rents of the land in India for the year 1848-9 amounted to about 14,274,272*l.*, whilst the charge for buildings, roads, and other public works, exclusive of repair, was in the same year, 1848-9 :—

	£.
In Bengal Presidency - - - - -	53,568
„ N.W. Provinces - - - - -	192,780
„ Madras Presidency - - - - -	23,801
„ Bombay - - - - -	24,811
Total - - - - -	<u>£ 294,962</u>

40. From this statement it would appear, that nearly two-thirds of the total expenditure on public works in India for the year 1848-9 was incurred in the North West Provinces, and probably the greater part of it for that magnificent undertaking, the Ganges Irrigation Canal, a work highly creditable to the British administration, and one which when completed must prove largely remunerative in a financial point of view. The balance expended on public works, exclusive of repairs in all other portions of India, appears to have been 102,182*l.* for that year!

41. In considering this part of the subject, it must be kept in mind that the Government of India occupy not only the position of the Government, but likewise that of the most influential class of subjects in England—the land proprietors; a class second only in importance to the Government itself. And therefore as the Indian Government derive the revenues of these two classes, they will naturally feel disposed to meet the charges borne by the corresponding

Indian Railways.

**Major
J. P. Kennedy.**

classes in England, without which the improvement of the country cannot proceed, nor can India compete with other countries in the general markets of the world.

42. That is to say, the Government will feel the wisdom of executing the requisite public works which should emanate from an ordinary Government, as well as the territorial improvements pertaining to the class of landed proprietors.

43. What the right proportions of revenue may be that are due to these two heads, can only be estimated by the legitimate requirements of the country, laying down as a general maxim that all such legitimate requirements should bring back directly or indirectly a corresponding return for the investments.

44. The just claims of the Indian people upon their Government, as above described, will be better understood when it is considered that the monopoly of the proprietorship of land there reserved by the Government, must, to a great extent have prevented the gradual growth of the monied and speculating classes, which in England produce the vast variety of enterprising individuals, associations, and companies, who have effected such marvellous results in drawing forth the industrial resources of the country.

45. It is difficult to say what may be the ordinary or average charge for the improving operations of a well-managed English estate upon its annual rental, but, if we assume it to be twenty per cent., we shall not probably be guilty of exaggeration. This proportion of the Indian rental would amount to an annual outlay of 2,854,854*l.* by the Government in its position of general land-proprietor, irrespective of such further sum as it may be prudent to expend in its position of Government for public works.

46. The wisdom of the Indian Government in retaining in its own hands the rents of the land as a public revenue cannot be overrated, and it only remains to follow up this wise principle by a liberal fulfilment of its duties as general landed capitalist, in fostering the industrial resources of the country, in order to exhibit the most perfect financial administration of any Government in the world. It must rapidly lead to the abolition of every existing tax or duty, for rent is not a tax; and the rent or land revenue would soon be found amply sufficient to meet all the cost of Government.

47. The outlay of the Government on account of railways, or their guarantee to companies for such outlay, as well as the expenditure for construction of irrigation canals and all other works beneficial to the occupiers of the land, must be looked upon as so much money invested by Government in liquidation of the claim upon them as land proprietors of India. And the operation of these improving investments would rapidly stimulate every branch of industry, and promote the consequent accumulation of wealth in the hands of individuals. It would, in fact, call into existence the class of private capitalists so much wanting in India, that class which in Europe originated, in the first instance, in the principle of the Government having given away to private persons the proprietorship of land, which in India has been so wisely retained as state revenue.

48. No one, then, will deny the broad nature of the claims, in this respect, which the people of India have upon their Government. Nor can any one deny the broad interest which the Government must have in liquidating those claims, secured as has been shown they are, by the certainty of deriving an immediate and ample direct, as well as numerous indirect profits for all such judicious expenditure.

49. I take for granted, then, that as India has so far escaped from the errors that have attended the introduction of railways to England, the Indian Government will follow up their recent judicious commencement in Bengal by every possible precaution against the occurrence of the English errors. I likewise may assume, that as much time has already been lost in giving to India the advantages of railways, the utmost exertions will now be used for their judicious introduction, in order that her productions may be stimulated and enabled to compete with those of other countries, and particularly of America, in the general markets. My own experience whilst employed in this department in India has convinced me that the Government is fully impressed with the urgent necessity of these two principles, and that it is only necessary clearly to point out the precautions required and the mode by which immediate execution can be safely accomplished, in order to ensure the utmost activity in the

adoption of all those measures which shall lead to the fulfilment of what they know to be of such vital importance to their territories.

Indian Railways.

Major
J. P. Kennedy.

50. The first object must be, to lay down the great trunk lines with a view to the broadest future ramification, and on a principle that shall ensure the most profitable permanent working of the lines generally, bearing at once upon the internal intercourse of India itself, as well as upon the intercourse of India with Europe, &c.

51. Here we must keep in mind a few great leading features in the geographical formation of the peninsula of Hindostan. 1st. The great western range of hills parallel to the coast at a medium distance of about forty miles from it, and running south from the Taptee Valley south for 700 or 800 miles.

52. From the western range a formidable spur projects for about 400 miles to the eastward, reaching near to the centre of the peninsula from a point in the Ghât a little to the north-east of Bombay (a).

53. A feature of much general importance in our present consideration is the Great Central Omrawuttee table-land. It sheds its waters in every direction. 1st—To the north-east by the Soane Valley, which falls into the Ganges and passes Calcutta. 2nd—To the south-west by the Nerbudda and Taptee, which fall into the Gulf of Cambay on the Bombay coast; and 3d—To the south-eastward by the Gunga, Godavery, Mahanuddy, &c., which flow towards the Madras coast.

54. Keeping these great geographical features in mind, and they cannot be overlooked in any general project without fatal error, they force upon us the knowledge of what the great arteries of commerce must necessarily be, and with those arteries our trunk roads must correspond. We must remember the valleys of the Ganges and Junna whose waters flow from the Himalaya to the south-eastward for about 1800 miles, passing by Calcutta and many of the richest districts in India. If we keep these leading features always in mind, and seek to accomplish the object in view without throwing away our great natural advantages, attempting to outrage scientific axioms, or fruitlessly striving to accomplish what is unadvisable merely to gratify erroneous local influences which are taken up in total ignorance or carelessness of first principles, there will be no doubt that singularly profitable trunk lines can be selected throughout India which shall admit of judicious ramifications to any extent that local interests can possibly demand hereafter.

55. In accordance with the principles contained in the foregoing paragraphs as well as with those advocated in my reports dated 29th January and 27th February 1851, I shall now proceed to consider the lines of railway in detail which would lead to the most perfect and comprehensive system of intercommunication that can at any future time be looked forward to for India as exhibited in the accompanying sketch map marked. On this map, the lines coloured red represent the main or trunk lines, and those marked yellow represent the secondary or branch lines. It will be observed that the direction given to all railways in this project is as much as possible in the course of the valleys, and that as rarely as may be is it proposed to cross any valleys or ranges of hills transversely. Attached to this map are two fly sketches, No. 1 and 2. No. 1 contains the most important portions of the lines which should be first constructed, supposing the capital only procurable under a guarantee of five per cent., as set forth in column 3 of the table attached to paragraph 22, and therefore limited to about half of forty-seven millions sterling, reserving the other half as a margin to meet contingent events until extensive experience shall have given practical and certain data. Fly No. 2 contains an extension of No. 1, supposing the capital procurable on a guarantee of three per cent., which I believe it would be, as calculated in column 5, and consequently extended to about half of seventy-seven millions.

See Appendix
No. 6.

56. I shall now close these memoranda, and whilst acknowledging with thanks the assistance which the secretary to the Court of Directors of the East India Company has afforded me by free access to the maps, &c. at the India House, it will be understood that I only seek to point out a general principle which shall be a protection against the incongruous errors of isolated action. I

(a) Since writing the above a principle has occurred to me, as given in Appendix No. 4, by which the engine may be enabled to surmount considerable ascents with the load due to a level road.

Indian Railways.

Major
J. P. Kennedy.

believe the sketches of projects which I offer in my plans and schedules will be found to have this effect, as the basis upon which they rest, and their relative bearing with each other are strictly mathematical; nor do I believe that the principle can be superseded by any other that shall not have an injurious effect.

57. I should have hesitated at this distance to put forward so large a subject necessarily connected with the minute physical structure and wants of the various particular localities of the vast continent of India, had not the evil consequences that must arise from the deficiency of some sound general plan of operations been illustrated strongly in my mind by the erroneous project now in progress at Bombay, as well as by the Bengal project, in the state in which I found it on taking charge of the railway department under the Government of India. These are the only cases where the introduction of railways has been practically attempted in India, and they were so crude and unfitting, that had they been persevered in under the original intention, they must have not only failed as individual cases, but their failure would have blighted the principle of such works. I earnestly hope that their correction may lead to a very different conclusion. The traffic of India has no broad margin like that of England to cover grave errors. The capabilities, however, of India are numerous, and her traffic, such as it is, will suffice, provided those capabilities are turned to the best possible account, but not otherwise.

58. I shall only venture further to suggest, with a view to prevent unnecessary delay, that the Governor-General should be furnished with a power if he does not already possess it, without reference home, to incur the requisite expenditure to investigate by reconnoissance or survey, or by reports from special officers the merits of such railway projects as his Lordship may think fit to order. If this be conceded, much indispensable preliminary knowledge may be obtained at a small cost during the ensuing cool season. I would earnestly press the advantage of having as many projects of this nature as possible now brought up, as there is no chance of any one hereafter being placed at the head of the local government of India, whose experience on the subject of railways could attach such value to their recommendations or decisions as that of the present Governor-General.

(Signed) J. P. KENNEDY, Major.

APPENDIX No.

TABLE referring to Fly Sketch No. 1, showing the number of MILES of RAILWAY in that Sketch passing through each PRESIDENCY, with the corresponding cost at 5000L. per mile.

Lines of Railway.	Bengal.		Madras.		Bombay.		Total.	
	Miles.	£	Miles.	£	Miles.	£	Miles.	£
1. Calcutta to Agra, by Ganges and Jumna Valleys	900	4,500,000	-	-	-	-	900	4,500,000
2. Bombay to Agra, by Surat Broach and Valleys of Mhye and Chumbul	409	2,045,000	-	-	309	1,545,000	718	3,585,000
3. Madras to Surat Junction, by Coast and Valleys of Godavery and Taptee	-	-	820	4,100,000	160	800,000	980	4,900,000
4. Madras to Malabar Coast at Poniany, by Chingleput, Tachinopoly, and Valleys of Cooultan and Poniany	-	-	394	1,970,000	-	-	394	1,970,000
5. Madras to Bangalore, Arcot, and Tallar Valley	-	-	200	1,000,000	-	-	200	1,000,000
6. Bombay to Sholapoor	-	-	-	-	350	1,750,000	350	1,750,000
7. Baroda to Kurachee through Guzerat	230	1,150,000	*115	575,000	115	575,000	460	2,300,000
8. Madras Junction to Hydrabad (in Deccan), by Kistnah Valley	-	-	200	1,000,000	-	-	200	1,000,000
9. Agra to Lahore, by Delhi	385	1,925,000	-	-	-	-	385	1,925,000
10. Kurachee to Mittunkote, Indus Valley	-	-	-	-	350	1,750,000	350	1,750,000
11. Raghmal to near Darjeeling	140	700,000	-	-	-	-	140	700,000
12. From near Simla to Junction with Ganges Line near Kirnaul, by Jumna and Ghiree Valleys	100	500,000	-	-	-	-	100	500,000
13. Burrampooter Valley	650	3,250,000	-	-	-	-	650	3,250,000
14. Bombay (Ghat Junction) to Nandair (Godavery Valley)	-	-	-	-	245	1,225,000	245	1,225,000
15. Poonah to Meuritch, by Satara	-	-	-	-	135	675,000	135	675,000
16. Assam to Chittagong and Arracan	540	2,700,000	-	-	-	-	540	2,700,000
17. Nerbudda Valley	450	2,250,000	-	-	-	-	450	2,250,000
18. Nagpore to Junction with Bombay, Surat, and Madras line	135	675,000	-	-	-	-	135	675,000
19. Mittankote to Lahore	300	1,500,000	-	-	-	-	300	1,500,000
20. Lahore to Attok	200	1,000,000	-	-	-	-	200	1,000,000
	4,439	22,195,000	1,729	8,645,000	1,664	8,320,000	7,832	39,160,000

TABLE referring to Fly Sketch No. 2.

Indian Railways
Major
J. P. Kennedy.
Appendix I.

Indian Railways.

Major
J. P. Kennedy.

Appendix 3.

APPENDIX No. 3

ON OPENING A RAILWAY from Bombay into the Table Land, across the Syhadree Range.

In the foregoing Memorandum, (paragraphs 28 to 36,) I have stated the objections to any trunk line being carried over the Ghats, having for its object the northern, north-eastern, or north-western intercourse of India with Bombay. I have also stated that the interests of the extensive districts of the Table land would call for the construction of one or more branch roads being made over this great range of precipitous mountains. And I now have to request the most earnest consideration as to the mode in which such an undertaking shall be effected. It is an enterprise of which the project and execution will test the resources of the railway engineers of India, and I trust that the government will not sanction any of the objectionable schemes hitherto brought before them.

The idea of a fixed engine incline of six miles at one in eighteen, or of thirteen miles at one in forty, as well as every other make-shift contrivance should be rejected; an admirable road for a locomotive, with an ample and profitable road can be obtained along the face of the range. In fact the ascent can be surmounted at any required gradient, as the power exists of lengthening the base to any required extent.

This is a work in which the character of the British engineering profession is not more interested than that of the British policy and interests in India. It will prove to the natives of that country, if properly done, that their rulers are capable of overcoming every difficulty opposed to Indian progress. Those who have already reported upon the structure of the district, state that it is most favourable for travelling. If this be so, it is only requisite to establish a judicious and economical principle for driving the tunnels, as well as for executing the side cutting and viaducts between adjacent tunnels; and the engineer may boldly select a first-class gradient for reaching the Table land without any apprehension of an exorbitant rate of cost.

When I commenced the first tunnel in the Himalaya mountains, on the Hindostan and Thibet road, I was influenced much more by anticipation of its effect upon the dawning subject of railway construction in India than even of its utility as an integral portion of that particular road. It was specially important to prove that that class of work could be executed at a small cost. With that view I obtained from Mr. Edwards, the superintendent of the hill states, the allocation to this work of a small party of convicts, who were a constant charge to the public, and had previously given very little in the way of a remunerative return for the cost of their maintenance. The party of convicts was divided into two sections, one for each opening of the tunnel; each section being divided again into sub-sections or squads, relieving each other every six hours. As the law did not authorize us to employ the convicts in the night reliefs, I was obliged to get hired labourers for that duty; so that one half of the work was executed by convict labour, and one half by hired labour. The overseeing of the work was done by privates of a sapper company, which was placed under my orders, and which furnished me with all the overseers I required along the whole line of road; nor were these sappers employed at any work except as overseers. There was a sapper overseer for each relief of the working parties at each tunnel opening, and they were particularly useful in the boring, loading, and firing of the mines. There was likewise a blacksmith's shop established for the repair of mining tools at the tunnel. Thus the work was carried on day and night. The overseers were not any additional cost to Government, as they were permanently paid military men; and one half of the labour, exclusive of the repair of tools, was likewise without cost, as the convicts must have been maintained at the same rate of outlay, whether they had been thus employed or not. The outlay by this measure, up to the time that I gave over charge of the work, was far within sixpence per cubic yard of excavation, exclusive of the cost of powder, which I obtained from the Government stores of captured ammunition, and was no cost to the Government, as had already been proved by large quantities of it having been blown up as useless or superfluous.

It will be observed here, that I could not bring down the rate to the minimum of cost at which it may be effected, because I could not employ the convicts in the night reliefs. This, however, can be easily obviated in future works of this class by a Government rule on the subject; and no one can object that the employment of convicts for six hours out of twenty-four at this labour is a hardship, whether by night or by day. In fact, the night work is the preferable of the two, particularly in summer, and tunnel work is preferable to any other in the Indian climate. The tunnel itself, too, forms the safest and coolest place of confinement and lodging for the prisoners employed.

The form and dimensions of a tunnel for a single track of rails may be taken as in the accompanying diagram, which would require the excavation of about thirty-five cubic yards of rock per yard forward. This, at the rate of sixpence per cubic yard, would enable us to excavate the tunnel for about 17s. 6d. per yard forward, exclusive of the cost of powder.

The precipitous face of the Syhadree range will probably be found to average about one perpendicular to three horizontal, with an elevation of 1,500 to 1,800 feet at some of the Ghats above the more level country at its base—its crest, for the most part, offering a serrated line, with alternate salient and re-entering segments of curves of varying radii and chords, which we may assume to average somewhat less than semicircles of about half a mile radius—and occasionally diversified with spurs of considerable projection.



The principle upon which these data should be dealt with, in order to procure at the lowest cost a road fitted for locomotives, followed by a remunerative road, will be to conform as much as possible to the natural contour line of the hills, where the width can be obtained by simple side cutting; intersecting where necessary such portions of the projecting segments by cuttings or tunnels, and of the re-entering segments by embankments or viaducts, as shall bring the general line within the limits of well considered radii of curvature.

I shall assume that the large proportion of one half of every mile should consist of tunnels; this, at the rate above stated, of 17s. 6d. per yard forward, would make the cost of half a mile of tunnelling 682l. Let us assume that the other half of each mile consisting of cuttings, side cuttings, embankments, and viaducts would come to an equal amount of 770l. We should thus have the gross amount of our roadway ready to lay down the rails at a cost of 1,540l. per mile, which, I believe, would be found fully sufficient, as we must recollect that the tunnelling and side cuttings would give an ample supply of building stone and ballasting. But to render security doubly sure, we shall add nearly thirty per cent., and say that the preparation of the roadway for the rails, including tunnelling, cutting, side cutting, embankments, viaducts, and ballasting, may amount to 2000l. per mile. If we add to this, for cost and laying of sleepers, rails, &c., per mile 2,800l., and road station houses, &c. 200l. per mile, we shall have our road finished along the Syhadree range, and roads for the engine and trains, at a total cost of 5,000l. per mile.

With regard to the rate of ascent which it may be desirable to adopt,—by inspecting the table of impulsive planes we can regulate the length that the road should have, and thence the point at which to meet the precipice, in order to reach the particular Ghât by which we may propose to enter upon the table land. Taking the Bhore Ghât, which bears upon the Kistna Valley, upon Poonah, and the Shoolapore districts as one point to approach, and the height of this above the sloping ground at the foot of the precipice to be about 1,500 feet, and choosing a rise of sixteen feet in the mile, which answers to a continuous slope of one in 350—we should require a base of about ninety-three miles to overcome the ascent. A rise of thirty feet per mile, answering to a continuous incline of one in 176, would require fifty miles to overcome the ascent.

Indian Railways.

Major
J. P. Kennedy.

See Appendix
No. 4.

If it be determined to adopt the old principle of a continuous slope, I should prefer the long base of 98 miles, so as not to bring the gradient above 1 in 330. But if the principle which I have suggested be adopted, that of using the alternate impulsive inclines, I should have no objection to the shorter base; because in that case we shall still be able to load the engine with the full weight that it can haul on a level.

To obtain a base of fifty miles terminating at the Bhore Ghât, would require us to commence the ascent of the precipice about fifteen miles to the south-westward of the Malsej Ghât, or about midway between the Bhore and the Thul Ghâts. And this would be a convenient point for a fork, of which one branch should bear southward by the Bhore, for the southern sources of the Kistna; and the other northern, by the Thul Ghât, for some source of the Godavery. A fifty miles base for an ascent of 1,500 feet would admit the adoption of the alternate impulsive planes, enabling us to give the engine a load due to a perfectly level road.

(Signed) J. P. KENNEDY, Major.

No. 3.

E. I. Company to
Governor General.

DIRECTORS of the EAST INDIA COMPANY to the GOVERNOR GENERAL.

Financial Department (Railway),
21st December (No. 67) 1852.

Construction of a
Railway in the
Upper Provinces.

Our Governor General of India in Council,

1. You are aware that in sanctioning the construction of an experimental line of railway in Bengal, it was made the subject of consideration whether the experiment should be made in the lower or the upper provinces, or simultaneously in both; and that we finally determined upon a section commencing at or near Calcutta, and to form part of a trunk line designed to connect Calcutta with Delhi. We have lately sanctioned a second section which will extend this line to Rajmahal.

2. We are of opinion that it is desirable immediately to commence a similar work in the upper provinces, so that India may, without unnecessary loss of time, possess the immense advantage of a regular and well-devised system of railway communication.

3. But before we take any specific steps for this purpose we are desirous of being in possession of your opinion, both as respects the project itself, and the points at which it would be most desirable that the section or sections undertaken should commence and terminate.

4. In connexion with the consideration of this subject, we wish to direct your attention to the following remarks by Major Kennedy, your late consulting engineer, in his report to your government, dated 29th January 1851.

"I had some misgiving at first as to the efficiency of the system which has been decided upon for the management and control of the East Indian Railway Company's works, but the more I see of its tendency, the more I am satisfied that it has been fixed upon a sounder basis than any other railway undertaking with which I am acquainted. The double check of the railway company's directors, and the close government supervision, should have a most salutary effect as regards expenditure." And again,

"I think that the railway management under a company strictly controlled by Government is much better than it would be under the single superintendence of either a company or Government separately."

5. We also direct your attention to the remark of the Governor General in his Lordship's minute, dated 11th April 1851.

"With respect to the policy and expediency, as well as the practicability of, undertaking a general main line, I should hope that whatever may have been past difficulties, there will hereafter be nothing to prevent the extension of railways through upper India by the company on *easier terms* than those which govern their experimental lines."

6. We therefore request that you will bestow your careful and early consideration upon this most important subject, and that we may be furnished with your opinion upon the course most expedient to be adopted, with a view to

accelerate as much as possible the extension of that system of railway communication which appears to be so desirable for India, and particularly on the line between Calcutta and the north-western frontier, whether by carrying on simultaneously the construction of separate parts of it; and whether for that purpose it will be advisable to enter into several distinct contracts with different companies of British capitalists, or in any other manner.

Indian Railways.
E. I. Company to
Governor General.

We are, &c.,
(Signed) J. W. Hogg.
R. ELLICE.
&c., &c.

No. 4.

DIRECTORS of the EAST INDIA COMPANY to the GOVERNOR GENERAL.

E. I. Company to
Governor General.

Financial (Railway) Department,
19th January (No. 1) 1858.

Our Governor General of India in Council,

1. We forward as No. in the packet, copy of a memorial addressed to us by the directors of a proposed company for the construction of a line of railway from Bombay via Baroda to Agra; and also copy of our reply to that communication.

2. We request your particular and early attention to the proposition thus made, and desire that you will furnish us with your views upon the subject, with the least practicable delay.

We are, &c.,
(Signed) J. W. Hogg.
R. ELLICE.
&c., &c.

The MEMORIAL of the DIRECTORS of the BARODA and CENTRAL INDIA
RAILWAY COMPANY,

Enclosure.

To the Honourable Court of the Directors of the East India Company,

Showeth,

1. That your memorialists are desirous of opening the cheapest and most effectual line of intercourse between Agra and Bombay, by the valleys of the Chumbul and Mhye rivers, Baroda and the western coast, with such lateral branches from this line as the interests of adjacent districts may require.

2. That they have selected this line of country in consequence of its large population, its valuable productions, including the most celebrated cotton of India, large quantities of opium, and an inexhaustible supply of salt,—its extreme deficiency in the ordinary roads requisite for commercial intercourse—the directness of its course, in connecting the nearest Anglo-Indian harbour (Bombay) with the ancient capital of Hindostan, and with those rich provinces which most largely consume British produce—its meeting at the most convenient point (Agra) the railway in progress from Calcutta to the north-west of India—its running in the most direct line for carrying British and Indian produce towards Thibet and China, as well as for reaching Simla, which has for several years been the principal residence of the head of the Anglo-Indian Government and of the army, and the climate of which, with the extension of railways, must ere long establish it as the permanent residence of the general Government of India and of the European troops attached to the Bengal army. This line likewise is the shortest from England, by Bombay, bearing upon the north-west frontier, the most disturbed and threatening portion of our Indian possessions. Its structure as regards levels for the formation of a railroad is peculiarly favourable. And your memorialists cannot forget the liberal support and encouragement which, during the past three years, their investigations have received from his Highness the Guicowar, the enlightened and influential ruler of Goozerat, whose territories occupy an important position in their line.

Indian Railways.

E. I. Company to
Governor General.

Enclosure.

3. In accomplishing the general objects set forth in paragraph 1, your memorialists propose to take advantage of water carriage by steamers for the present, from Bombay either to Tankaria Bunder in the Gulf of Cambay, or to Surat at the mouth of the Taptee river, and to commence their operations at whichever of those points may seem most fitting to your Honourable Court.

4. That the consecutive execution of the several sections of the works proposed should be carried on in the following order :—

	Miles.	Average estimated Cost at 5,000% per mile.
First Section, to comprise the distance from Tankaria to Baroda - Or otherwise from Surat to Baroda, as your Honourable Court may decide - - - - -	42	210,000
Second Section, from Basoda to near Neemuch or Rutlam - - -	90	450,000
Third Section, from near Neemuch to Agra, the junction with the Calcutta and north-west line - - - - -	210	1,050,000
Fourth Section, branch from Baroda through Guzerat by Ahmedabad to Cuttun - - - - -	300	1,500,000
Fifth Section, branch from Surat by Taptee Valley, to Omrawutty -	130	650,000
Sixth Section, Baroda or Surat to Tanna (Bombay) - - - - -	370	1,850,000
	190	950,000
	1,332	6,660,000

5. Your memorialists regret to be obliged to ask your Honourable Court for more than a general support with the land required, and the advantage of the same principle of close government supervision of their expenditure, which has been so judiciously applied in Bengal to the proceedings of the East India Railway Company. But they feel that as yet the operations of Indian railways have not been sufficiently matured, nor have they yet established that unflinching character for economy which it is the determined intention of this company to obtain, and which alone could make any scheme of this nature acceptable in the English money market without some guarantee, such as has been accorded in the three instances of railways now under construction in India—after the melancholy experience of railway extravagance which has been given at home.

6. Your memorialists, however, trust that the execution and results of the first section of their project shall give such public confidence in their operations as shall render unnecessary any future government guarantee to shareholders.

7. Your memorialists most fully admit the fact, that the progress of railway construction in India cannot be considered on a successful footing, until the confidence of the public shall have been established, by the judicious execution and the successful result of particular lines to such a degree as shall induce capitalists to embark their money hereafter without any government guarantee; but under the existing and well justified doubts with which all railway enterprises are regarded, it would be out of the question to look for capital in the market without some guarantee.

8. Your memorialists, therefore, earnestly hope that, in addition to the land required, your Honourable Court will, upon the first section of their line, sustain their exertions by a guarantee of $3\frac{1}{2}$ per cent. to shareholders, to the extent of a capital of 210,000*l.*, or 450,000*l.*, contingent upon the decision as to which shall be the first section selected by your Honourable Court; in consideration of which the directors feel it to be just that, for the amount so guaranteed, there should be a clause in their agreement with your Honourable Court, securing to the Government of India one half of any surplus dividends which that section of the line shall produce over and above five per cent. per annum.

Rules for manage-
ment of Company

9. Your memorialists here feel called upon to explain the principles of management upon which they propose to proceed, and upon which they rely to avert the evil consequences that have attended a different course of action in other railway undertakings.

Precautions
against the evils
of stock-jobbing.

(1.) They would, in the first place, earnestly avoid the usual stock jobbing evils, both as regards the public and the character of their own company. They have, therefore, determined that no scrip or shares shall for the present be issued or offered for sale, in the hope that the sanction of your Honourable Court shall be previously given in recognition of their company, so as to enable them to save the ensuing session of Parliament in their preliminary arrangements.

(2.) That their accountant's, their engineer's, and their cashier's operations shall be carried on in three separate departments, independent of each other.

Indian Railways.

E. I. Company to
Governor General.

Enclosure.

System of
accounts.

(3.) That they shall require monthly abstract reports of progress from their engineering department, of expenditure from their accountant's department, and of checked survey of cash balance from their cashier's department, and that the utmost facility shall be afforded to the public to investigate and understand their accounts and operations of every kind, especially at all the meetings of shareholders.

(4.) That all their liabilities are to be discharged monthly, and that the disbursements of each month shall be audited before the expiration of the following month.

(5.) That no expenditure or liabilities shall be incurred by any one under their authority, except upon previous estimates, which shall have received the sanction of your memorialists, if at home—or of their authorized agent acting under specific limitation, if in India—such sanctions in both cases to be invalid until such estimates have received the additional sanction of the local government, if abroad, or of your Honourable Court, if at home.

(6.) That no section of the work shall open for traffic until the capital account for its construction shall have been finally closed.

(7.) That all the progressive sections of the works shall be constructed for single tracks in the first instance, enclosing, however, land sufficient to lay double tracks ultimately, if required by an increasing amount of traffic.

Construction of
works

(8.) That Major Kennedy's principle of short inclines not exceeding 110 yards in length, alternated with level planes not less than 330 yards long, shall be adopted on all ascents, to enable the locomotive engines to convey the full loads due to a level road.

(9.) That the maximum average expenditure shall be limited to 5,000*l.* per mile of single track road, but that this rate is not to include the bridging of large rivers, as the Nerbudda and Taptee, exceeding half a mile wide at flood level; such rivers are to be considered as breaks or temporary termini, where goods and passengers are to be carried across in rafts, until further experience shall justify more perfect modes of passage without the expenditure of an injurious amount of capital.

(10.) That the principle of remunerating the executive officers of the company shall be by a small fixed salary, to be increased on a fixed scale in proportion to their own exertions, by a per-centage on such saving as they shall effect on the mileage expenditure below the maximum average rate of five thousand pounds per mile. Such strict written contracts to be made with their officers as shall guard the company against the risk of litigation that might otherwise arise on claims for unsettled per-centage remuneration, in the event of their dismissal or resignation, &c.; and to secure that this principle shall not induce an injurious parsimony in the materials, or mode of work adopted, it is determined that the rails shall not be under eighty pounds per yard; that the sleepers shall be of the most satisfactory kind; that the ballasting shall be not less than eighteen inches deep; that the slopes of earth works shall not be less than four horizontal to one perpendicular, with such other precautionary rules as may from time to time appear calculated to ensure efficiency.

(11.) That where piling for foundations may be requisite, those foundations are to be laid to suit a double track, although the superstructure shall only be carried up for a single track.

(12.) That to avoid confining the competition for contracts to the small number of great monopolizing capitalists, the lots shall be tendered for contract in lengths not exceeding five miles of road per lot.

(13.) That the engines used until the dividends exceed 6 per cent per annum shall be selected with reference to their maximum power and economy in carrying load, and not to high powers of velocity.

Working of the
line.

(14.) That no more than one train daily shall run in each direction until the traffic shall furnish more goods and passengers than one engine can convey, after which a second may start daily, each way; and that when the traffic shall call for three trains fully loaded daily, then arrangements shall be made for laying down a second track of rails.

10. By the foregoing rules and principles, your memorialists seek to unite all interests and considerations affecting their operations in the essential object of

Indian Railways.

L. I. Company to
Governor General.

Enclosure

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securing a remunerative return for the capital employed, without which it is clear that the progressive expansion of the principle cannot possibly be carried to the extent required by the various British and East Indian interests involved. They keep in view the first principle of advantage possessed by railway traction over all other kinds, that of enabling the smallest power to produce the greatest result; and they tend to secure that that result so absorbing the power shall as much as possible consist in the movement of effective load, and that the power shall not be unnecessarily absorbed either in the mere luxury of a superfluous velocity or in contending with gravity or inclines. They seek by the precautionary limitations laid down, combined as they are with the principle of giving to all persons employed a personal monied interest in the economy of their management, to obtain at a minimum rate of expenditure a maximum of efficiency, both in the permanent working of the lines and in their original construction.

11. Your memorialists beg to call the earnest attention of your Honourable Court to the accompanying map of India, on which they have represented in a red colour both the main line and branches of railway which they propose to execute, and on which they have likewise represented, in the colours yellow, brown, and green, what they assume must be something nearly approaching to the results that may be ultimately expected from the three railway companies that have already been sanctioned by your Honourable Court in the respective presidencies of Bengal, Bombay, and Madras. The unmistakeable object of the East India Railway Company must be the opening of the magnificent north-western route from Calcutta by the valleys of the Ganges and Jumna, crossing the latter river near Kurnaul, whence it would continue the main line to Lahore and Attock, and send a branch by the Upper Jumna and the Giree Valleys towards the hill stations of Missouri, Kussowlie, Simla, &c. The Indian Peninsula Company having directed their efforts to the ascent of the great western range of mountains (Ghâts) can only contemplate following the south-easterly course of some of the valleys of the Deccan, by the Kistna or Godavery rivers, or by both towards the Coromandel coast, and it may fairly be assumed that this company will open a railway communication between Bombay and Madras.

The Ghâts themselves running north and south, with the numerous successive fierce ranges of mountain and ravines running parallel to each other, in a direction nearly east and west, must at once set aside all idea of operating to the northward by any railway carried over the Ghâts and over those additional obstacles.

Thus, then, the East Indian Railway Company are actually in progress upon the Great North-western line from Calcutta, which, if properly completed to the Indus, at Attock, will offer one of the most perfect specimens of railway intercourse in the world, combining extraordinary engineering advantages, from its favourable levels and consequent economy of tractive power in the after working, with the highest degree of commercial and political fitness, owing to the rich trading districts which it traverses, and the intercourse which it will open along 1,400 miles, connecting the rich capitals of several of our principal provinces, as well as the military stations on our great northern line of defence. The line of the Indian Peninsula Company, connecting Bombay with Madras, may be considered as nearly parallel to that of the East India Railway Company, but detached from it by an intervening distance of about 790 miles. Under these circumstances, your memorialists feel assured that your Honourable Court will agree with them as to the indispensable importance of their projects to the broadest interests of the whole continent of India, intended as it is to connect those two great isolated works at present in progress, and thus complete a great uninterrupted chain of railway intercourse throughout the northern, the central, the western, and the eastern provinces of our Indian possessions.

In a military, a political, and a commercial point of view, the project of your memorialists is perhaps of superior importance to either of the others, one terminus being at the western capital of India, and the nearest port to England, the other terminus being about the central point of the great northern commerce as well as of the Bengal army and of the northern railway, and the line intervening offering, as regards tractive power, the maximum degree of economy in the permanent working of the line, there being but one summit of 1,356 feet, with so long a base as to reduce the average ascent to about seven

feet per mile, whilst the mode in which this ascent is to be dealt with will enable the engine to carry the load due to a level road.

Without the project of your memorialists, the general interchange of Indian produce must still be intercepted,—the operations of the presidential armies must still be isolated; but with its adoption, every merchant in India can operate upon every market in India, and the corps of the three presidencies can unite at the shortest notice on any point of conflict.

Your memorialists trust they have said enough to secure your Honourable Court's co-operation in the great benefit they are anxious to confer on the Indian community, interested, as your Honourable Court is, not only as the supreme government of that great country, but likewise as the landed proprietors of the British Indian territories—the resources of which our efforts are intended to develop.

Your memorialists will now conclude, in the earnest hope that your Honourable Court will be pleased to grant them a favourable answer, with as little delay as convenient, suggesting that they have already spent three years in the investigation of their subject, and that, if much time is now allowed to pass, it will cause the additional loss of the whole of the coming year.

And your memorialists as in duty bound will ever pray.

On behalf of the Directors,

(Signed)

KEANE,

Acting Chairman.

21st December 1852.

Indian Railways.

E. I. Company to
Governor General.

Enclosure.

MY LORD,

East India House, 31st December, 1852.

I HAVE laid before the Court of Directors of the East India Company the Memorial signed by yourself on behalf of the Directors of the Baroda and Central India Railway Company, submitting a proposition for the construction of a railway between Agra and Bombay by the valleys of the Chambul and Mhye Rivers, Baroda and the Western Coast, with such lateral branches from this line as the interests of adjacent districts may require, and requesting the Court's sanction and co-operation to the undertaking.

In reply, I am commanded to inform you that the question of constructing a railway, to commence at Baroda, has already been the subject of correspondence between the Court and the Government of India, and the Court are now awaiting the receipt of information upon the subject. They have been led to hope that H.H. the Guicowar would undertake the construction of the section through his territory, and have directed that every facility should be afforded to him for the purpose.

Under these circumstances I am commanded to inform you that a copy of your communication will be forwarded for the consideration and report of the Government of India, but that until they are furnished with the views of Government, they must postpone the consideration of the proposition which you have submitted to them.

I have, &c.

(Signed)

JAMES C. MELVILL,

Secretary.

The Right Hon. Lord Keane,
Chairman of the Baroda and Central India Railway Company,
141, Fenchurch Street.

Enclosure.

From the Directors of the BARODA AND CENTRAL INDIA RAILWAY COMPANY
to JAMES C. MELVILL, Esq., Secretary to the Honourable Court of
Directors of the EAST INDIA COMPANY.

Enclosure.

SIR,

In reply to your letter of the 31st ultimo, the directors of this company are anxious to offer some considerations with a view to shorten the preliminary negotiation between themselves and the Court of Directors of the East India Company; and thereby to enable them in case their general project be approved by the Government of India, to commence active operations with the least possible delay.

Indian Railways.

E. I. Company to
Governor General.

Enclosure

The first point in this respect that suggests itself is, that the settlement of final negotiations with the Guicowar is not essential as a preliminary to the arrangements between this company and the Honourable Court of Directors.

The territories of the Guicowar form but a small portion of the general line of country to which their project is intended to apply; and there are many other native princes with whom it will be requisite to make arrangements as well as with His Highness the Guicowar; but it is clear that no such arrangements can be brought to a close with any of them, not even with the Guicowar, until this company shall have surveyed with tolerable accuracy their line—a process which they cannot effect until after their general arrangements with the Honourable Court of Directors shall have been completed; because, having determined to abstain from issuing shares or scrip until they receive the Government sanction, there can be no means, except the private funds of the directors, forthcoming, for that or any other object connected with the progress of their project.

Of His Highness the Guicowar's concurrence and cordial co-operation in the general project there can be no doubt, after the anxiety he has already evinced for the execution of the small portion of it between Baroda and Tankaria; but as that portion will ultimately form but a branch from the general line, it would be an inversion of the natural course of proceeding to suspend the consideration of the great question until after the settlement of the minor one. In fact, the minor one, or Tankaria branch, cannot be settled until the general line from which it is to diverge has first been fixed.

It may be worthy of notice, that considering the general interlacement of British territory with that of native princes throughout India, scarcely any continuous line of railway could with certainty be constructed in that great country, if the subject were left to the chance of each prince undertaking his own work, all of them being deficient in the knowledge, and nearly all deficient in the inclination and power requisite for the conduct of such operations.

Under this view the directors of this company trust that the Court of Directors will not feel it requisite to delay giving their sanction to the company beyond the period requisite to obtain the views of the Indian Government on the subject, without waiting to open negotiations with the native princes, which must be a very tedious and inconclusive process in the present state of the subject, where the details essential to such negotiations are deficient.

The directors of this company fear that there may be some misapprehension as to the intentions of His Highness the Guicowar, as they are not aware of his ever having offered to undertake the construction of the section through his territory; the only engagement which, as far as they know, he has made, was that of giving the land required, free of charge, and taking a large number of shares in the Company's Stock without guarantee (see correspondence); but under any circumstances it is essential to keep in view that the question, hitherto discussed with His Highness, has been confined to the small branch between Baroda and Tankaria, and has had no reference to the main line between Agra and Bombay.

It is probable that the Government of India would decide upon this company commencing their operations at Surat or Barouch on the general line, rather than on the Tankaria branch; and as the territory in the neighbourhood of both those cities belongs to the British Government, there would be no necessity for delaying the commencement of the work for negotiation with the Guicowar or any other native prince.

I have, &c.

(Signed)

J. KEANE,
Acting Chairman.111, Fenchurch Street,
25th January 1853.East India House,
9th February, 1853.

MY LORD,

Enclosure

I HAVE laid before the Court of Directors of the East India Company the letter of the 25th ultimo, signed by your Lordship, on behalf of the Baroda and Central India Railway Company, in which you express a hope that any negotiations which may have been opened with the Guicowar upon the subject of constructing a railway through His Highness's territory, will not be allowed

to delay the consideration of the project which has been brought forward by the directors of the company you represent, beyond the period when the Court are in possession of the views of the Indian Government.

Indian Railways.
E. I. Company to
Governor General.
Enclosure.

In reply, I am commanded to inform you that it was not the intention of the Court to postpone, beyond the period which you have specified, their consideration of the propositions of the Baroda and Central Indian Railway Company.

In accordance with the intimation conveyed to you in my letter of the 31st December last, a copy of your former communication has been forwarded to the Government of India, and I am directed to inform you that the Court will address your Lordship upon the subject thereof, when they are in receipt of the answer of that Government to their despatch.

I have, &c.

(Signed) JAMES C. MELVILL,

The Right Hon. the Lord Keane,
&c. &c. &c.

Secretary.

No. 5.

DIRECTORS OF EAST INDIA COMPANY TO THE GOVERNOR GENERAL.

E. I. Company to
Governor General.

Financial (Railway) Department,
16th February (No. 3) 1853.

Our Governor General of India in Council,

1. Adverting to the difficulties and dangers which attend the navigation of the river between Calcutta and its mouths, it appears to us that these evils would, in a great measure, if not altogether, be avoided, by connecting Diamond Harbour with Calcutta by means of Railway communication, and that such a work would, in other respects, be productive of much public benefit, and would materially promote the shipping and mercantile interests connected with your presidency.

2. It also appears to us that the establishment of docks at Diamond Harbour, in connection with the railway, would be highly advantageous for the public interests.

3. Before, however, coming to any decision upon the subject, we are desirous of being furnished with your views, both as regards the expediency of at once commencing the undertaking, and the measures which should be taken for its execution; acquainting us whether in your opinion there are any reasons which would render it advisable that an exception to what has been adopted as the general system for the construction of railroads in India by companies, should be made in this case, and that these works should be constructed by Government.

4. We therefore request your particular and early attention to these propositions, and desire that when communicating to us your views upon them, you will furnish us with an estimate of the cost of these works, and in the event of your deeming it desirable that they should be executed by Government, you will state the resources which you at present possess, and the means which you would require to be placed at your disposal for the purpose.

We are, &c.

(Signed)

J. W. HOGG,
R. ELLICE,
&c. &c.

No. 6.

DIRECTORS OF EAST INDIA COMPANY TO THE GOVERNOR GENERAL.

E. I. Company to
Governor General.

Financial (Railway) Department,
2nd March (No. 4) 1853.

Our Governor General of India in Council,

1. We forward No. in the packet, the deed of contract which has been entered into with Madras Railway Company.

Indian Railways.
L. I Company to
Governor General

2. The terms thereof having been adverted to in our despatch to the Government of Madras (No. 13) dated the 13th August last, require no further comment.

We are, &c.
(Signed) J. W. HOGG,
R. ELLICE,
&c. &c.

No. 7.

L. I Company to
Governor of
Fort St. George

DIRECTORS OF EAST INDIA COMPANY TO GOVERNOR OF FORT ST. GEORGE.

Financial Department, 18th August (No. 13) 1852.

Our Governor in Council at Fort St. George,

Letters from, in Public Department.

No 16, dated 7th June 1851,

" 28, " 8th Sept "

" 34, " 11th Oct. "

" 11, " 6th April 1852;

Reporting proceedings in connection with the proposed railway at Madras.

1. With reference to your despatches noted in the margin, we have to acquaint you that we have entered into an agreement with the Madras Railway Company for the construction of a line of railway at your presidency.

2. The conditions of the agreement are the same as those under which the East Indian Railway of Bengal has been contracted for, and is now in progress of execution; the only difference being in the amount of the guaranteed interest, which the present state of the money market enabled us to reduce from 5 to 4½ per cent. We forward you a copy of that contract for your information and guidance.

3. You will observe that a very strict supervision and control by the East India Company is provided both in this country and in India; and we take this early opportunity of impressing upon you the importance of establishing an efficient and expeditious mode of exercising the functions thus imposed upon your government. We doubt not that your own officers, and those of the railway company, will cordially co-operate in carrying out, with skill and economy, the important object in which they will be engaged.

4. The results of the surveys, which have been made under the superintendence of Major Pears, are highly satisfactory; and we are gratified to learn the moderate cost at which it is estimated the works can be executed.

5. The amount of capital which is to be provided by the railway company in the first instance is 500,000*l.*, and there appears little doubt but that this sum will be sufficient for carrying the railway to the foot of the Ghauts.

6. The precise route which is to be followed, we leave to the determination of his Lordship the Governor General in Council, in communication with your government.

7. Should it be necessary, you will apply to that government for a legislative enactment to enable you to obtain the land for a railway; and you will then adopt measures for placing it in the possession of the railway company as soon after the arrival of their officers at Madras as may be practicable.

8. The gauge which has been fixed upon for railways in Bengal and Bombay is 5 feet 6 inches. This gauge must be adopted at your presidency. The weight of rail which has been lately determined upon is 56 lbs. to the yard.

9. Much difficulty having been experienced at Bengal and Bombay in providing a ready supply of sleepers, we direct your particular attention to the subject, in view to avoid, if possible, the necessity of consigning them from this country.

10. We shall furnish you from time to time with statements of the sums received and paid by us on account of the capital of the railway company. You will cause strict accounts to be kept of the receipts and disbursements at your presidency, and not allow any expenditure to be incurred without your previous knowledge and sanction.

11. We shall expect to receive from you periodical reports of the progress which is made in the undertaking.

We are, &c.,
(Signed) RUSSELL ELLICE,
&c. &c.

London, 18th August 1852.

No. 8.

The GOVERNOR GENERAL to DIRECTORS of EAST INDIA COMPANY.

Indian Railways.
Governor General
to E. I. Company.

Home Department (Railway), No. 4 of 1853.

To the Honourable the Court of Directors of the East India Company.*

Home Department,
(Railway),
4th May 1853.

* Financial, No. 51 of 1852, dated 22nd September, with a Memorandum by Major Kennedy on the lines of railway proposed at Bombay, and on the subject of railways for India generally.

Financial (Railway), No. 1 of 1853, dated 19th January, with memorial from the Directors of a proposed company for the construction of a railway from Bombay to Agra, via Baroda.

Financial, No. 67 of 1852, dated 21st December, relative to the extension of the railway from Calcutta to the north-west frontier, the proper portions to be constructed, and the most eligible mode of carrying them on.

Financial (Railway), No. 4 of 1853, dated 2nd March, referring to Court's despatch to Madras, No. 13 of 1852, dated 18th August, regarding the lines of railway for that presidency.

Financial (Railway), No. 3 of 1853, dated 16th February, suggesting the construction of a railway to connect Diamond Harbour with Calcutta, and the establishment of docks at Diamond Harbour in connection with the railway.

HONOURABLE SIRs,

We have the honour to acknowledge the receipt of your Honourable Court's several despatches, as per margin,* and to transmit herewith our proceedings on the very important questions which your Honourable Court have referred for our opinion.

2. The consideration of these questions involved the necessity of previous reference to the several presidencies, and the Governor General having conferred personally with Major Baker, the consulting engineer to Government at this presidency, and Major Pears, the consulting engineer to the Madras Government, who was summoned to Calcutta for the purpose; and having also, through the Government of Bombay, communicated with Captain Crawford, the consulting engineer at Bombay, who could not, owing to distance, be called to Calcutta—has embodied his views, and the conclusions to which he has arrived, in the accompanying minute, dated the 30th April, which we have now the honour to transmit, and with which the other members of Government have expressed their full concurrence.

3. The several questions treated in the Governor General's minute are as follows:—

- 1st. The question of a general system of railways for India, on which Major Kennedy has dwelt, in the memorandum transmitted by your Honourable Court.
 - 2nd. The lines required in the presidency of Bengal.
 - 3rd. The lines proposed and required in the presidency of Bombay.
 - 4th. The lines projected or desirable for the presidency of Madras.
 - 5th. The agency by which the lines shall severally be constructed.
 - 6th. The general principles which ought to be observed in the construction of them; and
 - 7th. The particular companies which seek permission to undertake them.
4. The recommendations which we beg to offer to your Honourable Court are as follows:—

- 1st. That a general system of railways, connecting the several presidencies, and constituting the great trunk lines within them, should be sanctioned, and executed without further delay.
- 2nd. That the trunk line in the presidency of Bengal should be carried up the valley of the Ganges to Allahabad, and thence up the Doab to Agra and Delhi, with a view to its being extended through the Punjab westward, as soon as its construction may be found practicable, and that the line to Diamond Harbour should be rejected.
- 3rd. That a junction line should be formed between the above-mentioned trunk line and the presidency of Bombay, either by the valley of the Nerbudda, or by the way of Baroda and Neemuch; but preferably by the latter in the first instance, if further examination should recommend it.
- 4th. That in Bombay, the Malsej Ghaut line should be abandoned. That the Thull Ghaut line should not be sanctioned as a great trunk line of communication between Bombay and other parts of India. That a line to Candeish and a line to Poona should both be undertaken. That if only one can be chosen, the line to Candeish should be preferred.

That it should not be resolved to carry such line to Candeish up the

Indian Railways.
 Governor General
 to E. I. Company.

- Ghâts, unless a survey of a line by the Taptee river should show the Ghât line to be less objectionable than the river line.
- That if the Ghât line should prove the better, it should not be sanctioned as now proposed by the Thull Ghât, unless further survey shall establish that no better access to the table land can be found on the Syhadree range, and that the present objectionable features in the Thull Ghaut line cannot be avoided. Lastly. That the same rule should be applied to the line by the Bhore Ghât.
- 5th. That a line should be formed in the Presidency of Madras by Meuil, (to which point it has already been sanctioned,) Vellore, Vameinbady and Coimbatore, and thence to the western coast with a branch to Bangalore, and a branch also to the foot of the hills towards Otacamund.
- That another line should be constructed in the Presidency of Madras from that city by Cuddapah to Bellary, and that surveys, &c. should be made, with a view to its extension across the table land to Poona in the presidency of Bombay in order thereby to form a junction with the western coast.
- 6th. That the construction of these lines should be committed to incorporated railway companies, under the control of the Government in the manner which has been agreed upon in the case of the East Indian Railway Company.
- 7th. That if it be necessary to guarantee a certain interest on the capital of a company, means should be taken to ascertain approximately the probable amount required for the construction of the line; and the amount of requisite capital on which interest is to be guaranteed should be strictly defined; and that the completion of the line should be required within a certain fixed period, under the penalty of a diminution of a certain proportion of the guaranteed interest for every half year in which the line shall remain incomplete after the expiry of the period fixed.
- 8th. That all lines for the present should be formed with a single track, with bridges, embankment, &c. for the same; land being in all cases taken, and the foundations of extensive work laid, to suit a double track.
- 9th. That the officers of the Honourable Company should be required to exact the utmost economy consistent with perfect security and efficiency in the original construction of the line, and in all buildings and works of every description connected with it.
- 10th. That no portion of a line should be opened for traffic until the capital account for that portion of the line shall have been closed, in such manner as shall be to the satisfaction of the Government of India.
- 11th. That the line when opened for the conveyance of passengers and goods, shall in like manner be managed with the closest attention to economy in the working expenses, rather than with a regard to the high rate of speed and frequency of despatch, which are the practice on English lines.
- 12th. That the construction of lines to be managed upon the foregoing principle should be conceded to the East Indian Railway Company from Calcutta to Allahabad; one uniform rate of interest being guaranteed upon the capital required for the whole line, if a guarantee be indispensable.
- 13th. That the construction of the line from Allahabad to Delhi should be granted to the East Indian Railway Company, or to the Upper India Company, but preferable to the former if it will undertake the works on terms as favourable or nearly as favourable as those offered by the latter company.
5. We submit these several recommendations to your Honourable Court with the expression, in the words of the Governor General, of our earnest hope that your Honourable Court "will resolve at once to engage in the introduction
 " of a system of Railways into this Indian Empire, upon a scale commensurate
 " with the magnitude of the interests that are involved, and with the vast and
 " various benefits, political, commercial, and social, which that great measure
 " of public improvement would unquestionably produce."

We have, &c.,

(Signed)

DALHOUSIE.
 F. CURRIE.

Fort William, 4th May, 1853.

REPORT by the CONSULTING ENGINEER to GOVERNMENT RAILWAY DEPARTMENT, on the Result of his Examination of certain Lines for the EXTENSION of RAILWAYS in the BENGAL PRESIDENCY during the cold Season of 1852-53.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

INDEX TO REPORT.

	Paragraph.
Plan of tour and reconnaissance	1 to 3
Description of the more direct line proposed by Professor Oldham	4 „ 13
Application of the argument to other more or less direct lines	14 „ 15
Description of the Ganges Valley line from Soorujghuna to the Soan crossing	16 „ 25
Description of the Ganges Valley line from the Sone crossing to Allahabad	26 „ 42
Further extension to Delhi and Ferozepore	43 „ 44
Anticipations of returns from goods and passenger traffic respectively	45 „ 48
Advantages of carrying on the entire work simultaneously	49 „ 50
Argument for immediate commencement in the Doab	51
Suggested plan for operations	52 „ 53
Description of subordinate agency to be employed	54 „ 56

In prosecution of the plan proposed in my memorandum dated 25th October, 1852, and approved by the Government, I proceeded to the examination of a direct line through the hills from Ranigunge to Patna, which had been proposed in a report addressed to Government by Professor Oldham. After following this line to the foot of the Bhattia Ghât and satisfying myself that it was not likely to answer, I proceeded due north to the nearest point on the Ganges, (Soorij Ghurra,) and thence in a westerly direction, examining the country on the right bank of that river to the termination of the hills between Mirzapore and Allahabad. From this point I was returning, with the intention of completing my survey of the Ganges Valley line from Soorujghurra via Monghyr and Banghulpoor to Colgong, when I received instructions to proceed with all expedition to Calcutta.

2. Throughout the greater part of this tour I was accompanied by the chief engineer of the East Indian Railway, Mr. Turnbull, by whom instructions (the result of our joint examination of the country) were forwarded from time to time to the engineers employed on the trial sections between Rajmahal and Allahabad. I considered it important that Mr. Turnbull and I should reconnoitre the ground together, even at some sacrifice of mutual convenience. We were thus enabled to consider suggestions and reconcile conflicting opinions on the spot, and within reach of the facts, which alone could guide to a right decision, and I believe that we are in fact agreed upon all important points connected with the portion of the line which we examined together.

3. The surveys from Rajmahal to Allahabad have been completed, and the engineers are engaged in preparing maps and sections, and forming estimates, which will be forwarded with Mr. Turnbull's report, and will be accompanied by such further remarks from myself as they may appear to require.

4. In the mean time I beg to report the result of my personal observations, and first on the line recommended by Professor Oldham, who proposes to adopt the Ranigunge Colliery branch as part of a trunk line to the north-western provinces, and to extend it direct to Patna. The undulating character of the ground traversed by this branch, continues more or less through the hilly tract to the plains of Behar, and for twelve miles west of Ranigunge would involve ascending and descending gradients of about 1 in 300. From this point, the Chukundahar, about sixty miles, the country rises gradually, and would admit of a regularly ascending gradient varying from 1 in 250 to 1 in 600. In this length the line would cross eleven nullahs and streams, none of which are of much importance, and seven or eight hollows terraced for rice cultivation. These would provide for nearly all the drainage; as with these exceptions the line might be led, with very little deviation from a straight course, along well-drained ridges of which the drainage falls right and left into the Adjai and

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Burakur. Thus far a railway might be constructed with facility and economy, and would be liable to objection only on the score of gradients. From Chukurdahar, however, which is 1,150 feet above the sea, and the highest point on the line, the difficulties would commence: First, there is a descent of 330 feet into the valley of the Puttunjore over seven miles of very rough country, intersected by ravines and covered by a jungle, followed by a rise of 280 feet, and another fall of 200 to the valley of the Adjai, from which there is a rise of 130 feet to the Chuckai ridge.

5. The greater undulation above described might possibly be avoided by a line keeping closer to the Adjai. I believe that the valley of that river from near Elam Bazar would admit of the best line for a railway in this direction, should such ever be required; but the really obligatory point on the line, is the lowest part of the Chuckai ridge, 1,030 feet above the sea, and 600 feet above the plain at the foot of the Bhattia Ghât.

6. Supposing therefore, as I believe we may, that Chuckai might be reached on an interruptedly ascending gradient, nowhere exceeding 1 in 250, it would still remain to get over a descent of about 600 feet through a rugged belt of rocks seven or eight miles broad. The line by which the trial section was taken through the Ghât was generally that of the cart road, and appears to be the easiest passage that could be made without very expensive works, but even this would involve a gradient of 1 in 75 for six miles, with cuttings and fillings of fifty to sixty feet.

7. Of the three passages, (the Bhattia, the Kuchiva, and the Burneer,) examined by Mr. Turnbull and myself, the one which would admit of the best line, without reference to cost, would be that of the Burrwur or torrent which rises south-west from Chuckai, and breaks through the hills in a broad winding channel. The fall is very rapid, especially at two points where the river forces its way through and over barriers of granite rock. A tolerably straight line might be obtained by tunnelling under some of the projecting rocks, and by crossing and recrossing the torrent five or six times. On oblique viaducts, by these means the gradient might be slightly improved, but only in proportion to the increase of distance.

8. The prospect of success on either of these lines did not appear to Mr. Turnbull or myself sufficient to warrant the detention of the engineers to take the section of more than one of them, and for the same reason it was not considered necessary to level the line indicated by Professor Oldham from the Bhattia Ghât through Behar to Patna.

9. It appears to me that the arguments adduced by Major Kennedy, and on which Government adopted the Ganges Valley line in preference to the direct one originally proposed by the East Indian Railway Company, are equally condemnatory of Mr. Oldham's route, which possesses all the advantages and disadvantages of the more direct line, but in a less degree.

10. For my own part I should consider that neither the diminution of the direct distance between Calcutta and the north-western provinces, nor the superior facilities and economy of construction claimed for this line by Mr. Oldham, would justify the adoption for the trunk line of railway of such gradients as are now shown to be inevitable on the Ranigunge and Patna direct route, but I believe that even those advantages have been greatly over-rated by the supporters of the project. They may be resolved into two; 1st, saving of time and money in construction; 2d, saving of distance between the north-western provinces and Calcutta.

11. The small number of river crossings between the Ranigunge and Chukka would be counterbalanced, partly at least, by the heavy embankments and rock cuttings: there would be a difficulty in organizing and maintaining working parties, which the country itself could neither supply nor feed. The long land carriage of permanent-way materials would be very expensive, and that of heavy iron work or long baulks of timber would be out of the question; whereas, on the river line, water carriage would be everywhere available within two or three miles of the works.

The descent through the Bhattia or Burneer Ghaut, involving long tunnels through rock and lofty viaducts over valleys (the only possible material being stone, which must be quarried and shaped on the spot), would require an immense amount of labour and skilled supervision, and even with these at command to an indefinite extent, would inevitably occupy many years, while

the maintenance of large working parties in a country producing scarcely grain enough to support its scanty population, exceedingly unhealthy during several months in the year, and swarming with wild beasts—would of itself be no easy task. I will not attempt to estimate the cost of heavy works under the circumstances I have described, but it is evident that it would materially raise the average mileage rate of the whole line.

Indian Railways.
Governor General
to E. I. Company.
Enclosure.

12. The admitted excess in length by seventy miles of the Ganges line, has the countervailing advantage of tapping the fertile districts north of the Ganges, and bringing into communication with each other and with the presidency a greater number of populous towns and civil stations. For military objects, the directest route is, *cæteris paribus*, the best, but the amount of advantage is directly measured by the time lost in the deviation. A detour of seventy miles to troops marching twelve miles a day, might not be justifiable, but where the distance can be got over in four hours, the objection nearly disappears.

13. Mr. Oldham describes the country traversed by his proposed line as one of rich produce and of great undeveloped mineral resources, for which the railway would provide an outlet; but to me the agricultural produce at least, appeared limited to the supply of a scanty population. I doubt not that the improvement of this as of any other tract of country would be stimulated by the introduction of a railway, but there are many provinces where this great engine of civilization would be better appreciated, while there are other and less costly means of improvement which would more immediately act on the prosperity of this. The construction of wells where water is sufficiently near the surface for purposes of irrigation, the formation of tanks, and the maintenance of a good cart road (for both of which there are great natural facilities) might soon bring the country into a condition to invite railway enterprise.

14. I would hope that the results brought out by the examination of this route will obviate further discussion of direct lines through the hills to the north-west provinces. The general features of this section resemble those of the lines first proposed for the East Indian Railway, and are such as would characterize any other line with a similar object, viz., a gradual rise to the north-west, terminating in an abrupt descent into the Ganges valley. The crest, though undulating, has been described to me by Captain Sherwill as continuous, and appears to be nowhere lower than at Chuckai, though it is probable that a descent more gradual than that of the Bhattia Ghaut may be met with elsewhere.

15. A minor deviation from the proposed line by Rajmahal has been suggested by Mr. Turnbull and has lately been examined. It would go nearly direct from Sooree (Beerbhoom) to Baughulpore, and would admit, I believe, of a ruling gradient of 1 in 300. My opinion is decidedly averse to the adoption of this line, which on a small scale has the same recommendations and objections which apply to the other more or less direct lines. And it may be said, that the smaller the scale, the less excuse is there for introducing an exceptional gradient into the otherwise admirable profile of the line, which I trust will soon stretch from Calcutta to Lahore. The saving in distance would be about thirty miles, costing the sacrifice of Rajmahal and of proximity to the river of sixty-five miles, within which the produce of Purnea, Rajeshye, and Dinajpoor, would get access to the railway. The greater part of the mere valley line would lay through an unproductive and incapable country, and though the districts traversed by the other may not at present be better cultivated, they are at least susceptible of improvement.

16. I now proceed to describe the line most suitable for a railway from Soorujghurra westward, passing over for the present the length between Soorujghurra and Colgong, my personal inspection of which was prevented by the circumstances already adverted to. I would in the first instance call attention to the very remarkable disposition of the drainage which enters the Ganges from the south, between Soorujghurra and Dinapoor, a disposition which resembles in character that described in a former report as obtaining in the Beerboom district. A mountainous tract of land extending from Chuckai to Jupla (opposite Rotasghur on the Sone,) through a length of 160 miles and breadth varying from 60 to 100 miles, pours down its drainage in six principal streams (the Kecul, Sukree Punchunee, Fulgoo, Moorhur, and Poon Poon) and innumerable minor watercourses. These all follow a general southerly direction, till they meet the raised margin of the Ganges, when they unite into

Indian Railways.
 Governor General
 E. I. Company.

Enclosure.

a vast inundation which has only two outlets into the Ganges, at Soorujhurra through the Halahur, and at Patna through the Poon Poon.

17. It is evident that the railway must pass on one side or other of this inundation; if to the southward, it must cross the drainage in detail either close to the hills where the ground is rough and undulating, and unfavourable to the maintenance of uniform gradients—or on the alluvial plain, where the rivers are capricious in their course and their channels wide and sandy. In either case there would be no communication with the large towns studding the river bank, nor with the productive districts on its northern border. If, on the other hand, it be possible to pass between the inundation and the Ganges, there need be but three considerable works in a distance of sixty miles, and the freest access will be obtained to the principal marts on the river.

18. I believe that this course is both possible and expedient, and that its advantages would far outweigh the objections which may be raised against it, on account, first, of the difficulty and expense of dealing with such accumulated masses of water; and secondly, of the risk to which the railway would be exposed from the encroachments of the river, in close proximity to it for many miles.

19. I would not underrate the difficulty of the works, which, especially near Soorujhurra, would indeed be of great magnitude, in proportion to the accumulated drainage which they have to pass, and to the varying height of water, which ranges to 30 (between the rainy and dry seasons). It may further be assumed that the soil at the site of these works will be found to consist of river silt to a great depth. But it must be considered, on the other hand, that the aggregate quantity of work on the three large bridges will be greatly less than would be required for numerous smaller but still extensive works; and its concentration on a few spots would admit of the economical use of all the best modern appliances and the closest supervision of selected engineers. The proximity of the river would be the best security against a strong current or scour through the railway bridge, for the freshes invariably occur during the same season as the land inundations, which, in fact, they frequently dam back. It would also afford cheap water carriage for the heavy iron-work (which appears to me to be the material best suited to the purpose) and will thus obviate what would otherwise be the most serious difficulty—the provision of the requisite quantity of bricks in a locality where fuel of any kind is scarce and dear.

20. I believe that it would be quite possible to found a stable bridge of brickwork on the river silt at a proper depth. We have an example in the old native bridge at Futwa, which carries the united waters of the Moorhur and Poon Poon through seven arches, having an aggregate water way of 132 feet; but for the reasons above stated, and in order to obstruct the channel as little as possible, I would prefer an iron structure for this purpose.

21. At first sight it appeared advisable to cross the Hurlahur at Soorujhurra, below the junction of the Keeul Nuddee, and with this view Mr. Turnbull and myself carefully examined the locality. The high bank on which stands the village of Soorujhurra, would be a good starting point; but the opposite or left bank of the Halahur, and indeed the strip of land lying between that river and the Ganges as far as Burgoozur, is deeply inundated, and consisting only of recent alluvium, is by no means safe from the encroachment of the great river. There is, in fact, no good crossing of the Halahur below its junction with the Keal, and it will, therefore, be necessary to pass these streams separately, returning to the proximity of the Ganges, near Barbeca, and following closely its right bank as far as the crossing of the Poon Poon at Futwa.

22. This line, for about fifty miles, would follow the northern edge of the land inundation, forming a border and barrier to the dry strip of ground above described, which is studded thickly with villages and mango groves—strongly contrasting with the treeless and houseless plain stretching southward as far as the eye can reach; an inland sea in the rainy months, but green with wheat cultivation in the winter.

23. It may be objected, as suggested in paragraph 18, that a line following the river so closely, would not be safe from being undermined and carried away by its encroachments; and this objection, if well founded, would doubtless be fatal to the project. Accordingly my most anxious attention was directed to this point, and I was enabled to satisfy myself by personal inquiry, by the appearance of the bank, and by comparison of the ground with the

Revenue Survey maps constructed in 1841-42, that the river is not generally encroaching on its right bank, and that that bank is protected by a stratum of strong red clay mixed with kumkur (a little above the cold weather level of the river), which not only has checked encroachments,* but would afford a firm basis for protective works, which, at any particular point, might possibly hereafter appear necessary. The railway would nowhere be nearer to the river than half a mile, which, under the circumstances I have described, appears to me a sufficient margin for security.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

24. The crossing of the Poon Poon near Futwa, would require a work similar to that over the Hulahur, and nearly as large. The native bridge already adverted to, does not furnish a safe gauge of the water-way required. The great depth of the channel below the bridge seems to shew a scour caused by insufficient vent, while for two or three miles westward of Futwa, on the Patna road, there are unmistakeable marks of inundation crossing the country, and falling directly into the Ganges. These would require a separate provision of land arches.

25. The city of Patna occupies a narrow strip of high land extending along the river bank, and bounded on the south by swamps and inundations. In approaching and passing this important emporium, the line must necessarily occupy much valuable land now covered with houses, gardens, and religious buildings.

The course proposed for the railway will take advantage of one of the ramparts of the old fort, running east and west about 3,000 yards in length, by which it will be brought into contact with the heart of the city, in the position which will least interfere with the principal thoroughfares. This rampart is the property of Government, but it is let on long leases, and is covered with huts and inferior houses. One or both of the other ramparts, which run north and south, might afford communication with the river bank by means of tramways; and at the junction of these with the railway, there would be sidings and wharf walls for the reception of goods. The principal passenger station and offices would be at Bankipoor (the civil station of Patna), from whence the line would proceed, via Phoolvaree, to the point fixed for the Sone crossing; or else, by a more circuitous course, via Dinapoor, should it be considered advisable to touch that cantonment. Both lines have been surveyed, and on both the intermediate ground is low, and liable to inundation from the Poon Poon and the Sone, to within a quarter of a mile of the latter river.

26. In compliance with the wishes of the Honourable Court of Directors expressed in their despatch, No. 45, of 1851, dated 20th August, 1851, notifying their approval of the Ganges Valley route as recommended by Major Kennedy, I proceed to describe more minutely the portion of the line between the Sone crossing and Mirzapoor.

27. The site, which, I believe, was preferred by Major Kennedy for the passage of the Sone, near the village of Parewa, is that which to me also, on the whole, appears the most eligible. The river here flows in a well-defined channel 4,000 feet in width. The banks on each side are above the highest flood level, and consist of firm clay, calculated to afford a good foundation for works intended to resist the further encroachments of the river. I have not yet received a report on the borings made to ascertain the nature of the soil in the river bed; and on this will depend the description and cost of a structure suitable to the locality, and the expediency of constructing a bridge at once, or deferring it, as proposed by Major Kennedy, until the success of the line has been established. The former alternative would be obviously preferable, should it appear that the interest of the money to be spent on the bridge would not exceed the annual cost of the provisional arrangements which must be made for the transit of goods and passengers.

28. It may be disputed whether a river like the Sone, which is in many places three miles broad, can safely be crossed at a point where its width is about one-fourth of that distance. I believe that it may, and that the narrow and deep channel, even with a less sectional area, may be dealt with more advantageously than the broad and shallow one. The Sone in its upper course has a strong

* There is a slight exception at the town of Bar, where there is an appearance of one or two walls having fallen in at this place; however the inhabitants have a custom of excavating and carrying away the red clay for the purpose of daubing their houses.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure

fall, and is constantly cutting into one or other of its banks. It thus enlarges its apparent channel without proportionately increasing its effective water-way, for much of the intermediate space is choked with sand drifts, and though in extraordinary floods the whole channel may be superficially filled, it will be found that in many places the water is shallow, and in another it is nearly still. Again, in the upper part of the Sone where the bed is wide, the river is subject to sudden freshes which reach their height in a few hours, and after a short continuance rapidly decrease; but on its lower course the freshes rise more gradually and continue longer. In the latter case the average discharge may be greater, and yet the channel may never be called upon to pass so much water at one time. Still, however, it must be admitted as an objection of some weight, that the channel does not here carry the whole efflux of the Sone, part of which occasionally escapes over the left bank many miles higher up, and overflows the country.

29. The high ground on the left bank of the river opposite Purewa continues for about four miles, and is exempt from inundation as far as Kaimnugger, from whence for about sixteen miles we find the drainage of the country indefinitely augmented by the overflow of the Sone.

30. The Nugree Nuddee which passes under Raifnugger has frequently been bridged by the Ferry Fund Committee, whose labours have been as frequently overthrown by the floods. Its valley shows evident traces of the violent action of floods, and will require a great extent of arching.

31. The town of Arra is situated on a spot of high ground intersected by a nullah, which is at present spanned by a bridge of ten arches, seven of them having been added since the first construction of the bridge. The local drainage is inconsiderable, but during some floods the water is said to fill the channel and to rise occasionally to the level of the roadway. The line of railway will pass south of Arra, and sufficiently near the town to pick up the passenger traffic, which I expect will be considerable.

32. Westward of Arra, within a distance of twelve miles, the line will cross ten watercourses of greater or less width and all said to be within the influence of the Sone floods; over all of these bridges have been constructed by the Ferry Fund Committee, in many instances more than once, the broken structures being replaced by others of greater width. The aggregate water-way at present provided is 450 feet, but I suppose that double or three times that width would not be more than sufficient to provide against possible floods.

33. The soil in all the inundated lands consists chiefly of the black earth known by the local name of "kurrial," which is said to be utterly unfit for the construction of embankments. I therefore examined with much interest, both in dry and wet weather, the raised road between Arra and Buxar, which is in places formed of this soil. I found it indeed very soft after rain, and the road being unmetalled was at that time very heavy for wheeled carriages, but I see no reason to fear that with the aid of a good coat of ballast it would not be sufficiently firm for railway purposes.

34. From the Gunga Nuddee which is the least connected with the Sone, to Buxar, a distance of thirty-three miles, the line would cross the Bhynswalee, the Kova, the Bhynsa, and three other smaller channels, whose existing bridges appear to provide sufficiently for the water-way by an aggregate width of 287 feet.

35. Passing close behind the town and fort of Buxar the railway will cross the Thora Nuddee, about 200 feet wide, and at a distance of seven miles from the fort will encounter the Kurrunassa, a considerable river flowing between high banks, with a width of 600 feet, and a difference of thirty-five feet between the flood level and that of the dry weather.

36. From the Kurumnassa to the crossing of the great trunk road, opposite Benares a distance of five miles, the country is most favourable for the construction of a railway. The only appearance of flooding is caused by the local drainage which runs off slowly, owing to the excessive flatness of the country. An embankment raised two or three feet above the natural surface, with a few culverts at long intervals, will constitute all the work required. Kunkur for ballast is found in abundance throughout the whole line.

37. It appears to me not advisable that the railway should pass nearer to the town of Benares than Mogulserai, which is about seven miles from Raj Ghaut. By following the river more closely it would encounter nullas, ravines, and broken

ground, besides a considerable increase of length. The traffic from the station to Raj Ghaut would pass along the trunk road, unless it were found expedient to make a tramway.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

38. Between Mogulserai and Chunar, a distance of nineteen miles, the country becomes undulating, especially near the river bank, and is occasionally intersected by ravines. The railway would partly avoid these by keeping well south of the river, but must cross several minor watercourses besides the Jhungoo, a considerable stream which passes under Chunar.

39. The sandstone hills which skirt the Ganges at Chunar are broken up in the vicinity of that place into detached hills, between which the railway will pass without any serious cuttings or awkward detour; but the country on which it will enter after passing Chunar is exceedingly rough, being in fact a network of nullas, gullies, and ravines. Between Chunar and Mirzapoor, in a distance of twenty-one miles, there are fourteen channels of more or less importance which will demand masonry bridges, besides a great extent of broken ground requiring numerous culverts. The material, however, for these works and for ballast may be quarried on the spot, and rock foundations will be everywhere attainable.

40. At Mirzapoor, as at Patna, the railway could not be brought up to the river bank, unless by a sweeping destruction of houses and religious buildings, attended by a great interruption of thoroughfares in the city. It appears, however, that, for Mirzapore at least, a station on the river bank, is not a matter of importance. Much of the merchandize is brought by land, and I am informed that even the goods conveyed by the river generally change hands at Mirzapore. As regards the land carried goods, and for passenger traffic, a river station would not be convenient, as being difficult of access owing to the narrowness of the streets; nor would it be well placed for continuing the line towards the north-west. The most eligible site for a station would probably be near the great jail on the Jubbulpore trunk road.

41. Passing Mirzapore, the railway would cross the Oojla Nulla, about 150 feet wide, and the head of the Bindachul Jheel, and would then skirt the sandstone hills for five miles to the crossing of the Kurnowtee, between which and the Fosse (about twenty-six miles), there are no natural difficulties or impediment of any kind.

42. I was unable to extend my personal examination further than about twenty-two miles west of Mirzapore, and have not yet seen the sections taken by the railway engineer between the Fosse and the Jumna. They will be forwarded hereafter with Mr. Turnbull's report.

43. The profile of the Doab from Allahabad to Agra and Delhi, is known from the levels taken in connexion with the Ganges Canal work to be so favourable for the construction of railways, as to leave the selection of the line to be guided chiefly by political and commercial considerations, whatever route be selected. There would be in 400 miles but one important river crossing, that of the Jumna, at or near Agra, and but few bridges would be required to dispose of the local drainage.

44. From Delhi to Ferozepoor, a further distance of 220 miles, the railway would traverse a country which I can state, from personal knowledge, to be remarkably free from engineering difficulties. The Delhi and Hurrianna canals and the river Cuggur are the only streams, and I believe that the only other natural obstacles would be a few belts of drifting sand, which may occasion some little trouble in keeping the line open during the prevalence of the hot winds.

45. While examining the country with reference to the engineering operations of a railway, my attention was also turned to the prospects of its use by the natives to such an extent as to ensure a remunerative return. The goods traffic has chiefly been relied upon by Mr. Stephenson, Major Kennedy and others, and I see no reason to doubt the realization of their hopes. The quantity of merchandize passing up and down the Ganges valley, even now, is enormous; and that the merchants, both native and European, are willing to pay for a safer and more expeditious conveyance than is afforded by the native boats, is abundantly proved by the growing demand for freight on the river steamers, and by the constant use of the great trunk road for the transport of goods between Calcutta and the provinces as far as Delhi.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

46. My recent observations, however, have encouraged me to hope that the passenger traffic will be an equally, if not more fruitful source of profit. The population of the Ganges valley is remarkably dense, especially along the banks of the river, to which it is attracted by commerce, fertility of soil, and every association connected with the religion and ancient superstitions of the country. This population is very locomotive; wherever roads exist, they are crowded with travellers, and the inhabitants of the principal towns freely avail themselves of facilities for increased rapidity of transport afforded by metalled or other well-constructed roads.

47. The great trunk road affords the best example of the native appreciation of rapid transit; but on their thoroughfares, and especially between Mirzapore and Bernares, I witnessed a constant stream of horse conveyances, most of them hired vehicles, but not worked by relays of horses. On the trunk road, and I am informed on the other roads in the north-western provinces, the use of staging carriages drawn by relays of horses or bullocks is spreading very rapidly among the natives. Where horses are employed, and a rate of five to seven miles an hour attained, the charge is one anna per mile for each individual; while in the bullock carts, whose pace may be assumed at from two to three miles an hour, the fare is half an anna per mile for each person.

48. In the course of my tour I noticed that the better class of natives whom I met with evinced considerable interest in the object of the inquiries on which I was understood to be engaged. I have taken every opportunity of conversing with all classes on the subject, explaining to them the nature of railway, and of the accommodation it would afford to travellers, and the probable fares. In some instances I have suspected incredulity, but I have never heard a doubt expressed that all classes would avail themselves of this means of transit whenever they might have occasion to travel, on legal or commercial business, to visit their families, or for religious objects.

49. Supposing it to be the purpose of Government ultimately to connect Calcutta by railway with the north-western provinces and the Punjaub, I would take this opportunity of respectfully urging the expediency of entering at once and simultaneously on the prosecution of the entire undertaking. It need scarcely be observed that the present plan of constructing the railway by successive sections, while it would indefinitely postpone the establishment of an efficient railway system, would also curtail the pecuniary returns for which each section is dependent on the distant as well as the local traffic; or, in other words, that a complete railway or system of railways would be more efficient for military, political, and commercial objects, and more remunerative to those who pay for it than any number of its parts; and that the cost and labour expended on such fractional portions, are not bearing their full fruit, but lie comparatively unproductive until the scheme be perfected.

50. Supposing that the requisite funds might be raised, (a point on which I am not in a position to offer an opinion), the possibility of simultaneously carrying on so large an undertaking, would depend on that of obtaining competent supervision in the engineering department. This may be a source of some difficulty, but I should anticipate none in commanding an adequate force of labour of all kinds, within a short range of the districts through which the railway would pass. Consideration would at once be given to the provision of permanent way materials, and thus ample time would be afforded for the best and most economical arrangement for this important item of expenditure.

51. The advantages of carrying a railway through the Doab from Allahabad to Delhi having already been insisted upon by the highest authority in this country need not be repeated here; but I would take the liberty of mentioning some circumstances which appear to me to strengthen the arguments for an immediate commencement of the work. The main lines of the Ganges Canal are approaching completion, and measures will now be taken immediately for the formation of the branch canals (or Rajbuhars) and their dependent systems, of watercourses, by which the water will be distributed over the whole surface of the country. The railway must necessarily cross many of these watercourses, and I believe that economy of arrangement may be greatly promoted, and mutual interference obviated, if the railway and the irrigation system be laid out simultaneously and with reference to each other. I would further anticipate that by the completion of the principal works on the Ganges Canal

much of the trained labour now absorbed by it will be set free, and will be available for the railway, if the latter be commenced at once. Indian Railways.

52. I defer the remarks I shall have to offer on the probable cost of the railway in its several parts, until receipt of the sections and calculations of work which will be forwarded by the chief engineer of the East Indian Railway; but it may not be out of place to suggest the plan of operations which to me appear best suited to the circumstances of the case, and to consider the description of subordinate agency to be employed. Governor General to E. I. Company.

Enclosure

53. It will be readily admitted by all who have had experience in public works, on this side of India at least, that in any enterprise for magnitude, the chief difficulty and source of delay is the collection or preparation for the requisite quantity of building material. This fact should, in a great measure, regulate the arrangement for construction of the railway from Burdwan to Allahabad, which may generally be characterized as consisting of several principal works, or clusters of such, connected by long portions of mere embankment. The time required for the construction of the large works will regulate that for the completion of the whole undertaking, and half of this time will be devoted to the collection of materials. I would propose, therefore, that the line be permanently set out throughout its whole length; that the gradients be definitely fixed and the land taken; that the designs for all the principal works be prepared; that where timber or brickwork are to be employed in the construction, timely arrangements be made for the provision of the requisite material; and where iron work is preferred, that either detailed drawings or the necessary dimensions and conditions be transmitted to England, so as to give ample time for its preparation and despatch on the most economical terms. In the meantime bungalows should be built for the reception of the engineering staff, and agreements should be entered into with native contractors for the collection of natural and artificial ballast, and for the formation of all the embankments, leaving the cuttings, where not very heavy, to be executed hereafter. A small annual expense would be incurred in the maintenance of the earthwork, but its thorough consideration would be secured, and a most valuable and timely test would be obtained of the propriety and sufficiency of the provision that may be made for the passage of floods and local drainage.

54. The plan which I have suggested, and the circumstances which I have supposed to recommend it, would not suit contractors of the class with which we are connected on the present works, but it would not be unfavourable to a man of large capital and resources, competent to undertake the construction of 100 to 200 miles of railway; or failing these, it might be worked by petty contractors for the different classes of work under the general management of executive or resident engineers.

55. The partial failure of the contract system with us (for such, I fear, must be confessed as regards both economy and rapidity of construction) is attributed to causes, some of which are accidental and transitory, others permanent. The former are principally the novel nature of the work—the inexperience of the English contractors in the ways of India, and that of the Indian contractors in railway work—the absence of high professional standing, as railway contractors, of those engaged, and the want of capital which cramps their energies and renders them so dependent that no temporary suspension of monthly payments (as a penal measure) can be attempted by the railway company without risk of stopping the works altogether.

The more permanent objections are the contractor's profit, and the greater expenses necessarily involved in the contract system by the double establishment required by the contractor for supervising the work, and by the engineers for checking it. But these sources of expense would be dried up should the railway company determine to execute the works by their own engineers, and supposing that the latter were qualified to do justice to a task confessedly new to them in many respects. It is my own opinion that fit men might be found for the executive duties, but that those of account must be provided for separately and distinctly by the employment of clerks of the works—men who combine a qualification in book-keeping with a certain knowledge of railway work.

56. I would not be understood as pronouncing positively against the further employment of rich contractors, as we now have, but I would certainly wish to be independent of them; and I have seen good reason in the progress of the

Indian Railways. present works to desire that our future operations may be intrusted to a better
Governor General and more efficient agency.
to E. I. Company. (Signed) W. E. BAKER,
Consulting Engineer to
Enclosure. J. P. Grant, Esquire, Government of India.
Secretary to the Government of India. Calcutta, 15th March 1853.

REMARKS by the CONSULTING ENGINEER to Government.

My report, dated the 19th instant, will stand in the place of lengthened comment on the accompanying papers.
I would merely point out that the series of unfavourable gradients at Rajmahal may be greatly improved, and near Colgong may be avoided by a very slight detour towards the river bank. The inundated and broken ground, as shown in this section near Benares, may be avoided (as mentioned in the 37th paragraph of my report) by a straight course leaving Raj Ghant a few miles to the right.
The estimates are, in my opinion, considerably too high. Mr. Stephenson indeed remarks that the works have been advisedly estimated at excessive rates. The nearest possible approximation to the truth would, I think, have been more useful, with reference especially to the purpose of inviting tenders in England.
I am sorry to find that time would not admit of borings being taken to ascertain the nature of the soil in the bed of the Sone. The large sum, no less than four lacs and a half of rupees, at which Mr. Turnbull has estimated a part only of the provisional arrangements required in substitution for a bridge at this point, gives additional importance to the inquiry as to what would be the least cost of a bridge—the temporary substitute for which would entail so heavy an expenditure.
(Signed) W. E. BAKER, Major,
Consulting Engineer to the
Government of India.
22nd March 1853.

J. P. Grant, Esquire,
Secretary to Government of India.

(No. 1022.)

Enclosure.
Report No. 6 of G.
Turnbull, Esq.
March 9th, 1853.
Estimates, Plans, and
Sections, Nos. 1 to 7.
Map.
Showing alternative
directions of the line
above Allahabad as
laid down in 1843,
1845, and 1847 by the
East Indian Railway
Company.
Works, 8,804,087.
Surveying Engineer,
Direction, Manage-
ment, Locomotive, and
Carrying Stock
1,995,810
10,799,897
Works added as above.
10,157,809
1,298,750
11,456,559
Works, 38,095,365,
Surveying and En-
gineering, Direction,
Management, Loco-
motives and Carrying
Stock
7,190,000
45,285,365

From R. MACDONALD STEPHENSON, Esquire, Managing Director and Agent of
the EAST INDIAN RAILWAY COMPANY to Major BAKER, Consulting
Engineer to Government of India.

Sir, Calcutta, 21st March 1853.

I HAVE the honour to forward for the information of the Government of India the results of the surveys carried on during the past cold season.
The report and estimates of Mr. Turnbull, the chief engineer, with the plans and sections specified in the margin, contain the ample details of the operations which, in addition to the trial sections taken on the Direct Patna, and the More and Bhaugulpore lines have extended from Rajmahal (to which point the company had previously brought their series of levels) by the valley of the Ganges to Patna, Mirzapore and Allahabad, the route selected by the authorities to be pursued as the trunk line connecting Calcutta with the north-western provinces.
From the estimates already forwarded, it will be seen that the cost of the 121 miles of the first or Raneegunge section will not exceed Rs.10,799,897 or Rs.89,255 per mile, including all expenses of construction, "surveying management, locomotive carrying stock, and maintenance for one year after completion, both of way and works.
The section to Rajmahal is estimated to cost Rs.11,456,559, or Rs.93,906 per mile, for a distance of 121½ miles, and the continuation from Rajmahal to Allahabad is estimated at Co.'s Rs.45,285,365, or Rs.103,156 per mile, the distance being 439 miles, the crossing of the rivers Tonse, Kurrumnassa, and all the other large rivers, except the Sone and the Jumna (which it is proposed to cross at first by a ferry) being included.

The first section will be completed by the latter part of the next year ; portions of it being opened, and locomotives with carrying stock provided and placed upon the line within the next few months.

Indian Railway.

Governor General
to E. I. Company.

Enclosure.

The construction of this section (equal in length to the English Great Western, and exceeding that of the London and Birmingham lines) will have taken four years to construct—a period which, when all the difficulties incidental to an entirely novel description of work in India are considered, will not, it is hoped, be regarded as excessive or unreasonable. Had it been the wish of the Honourable the East India Company, that a much increased length of line should have been made, the period of completion (four years) would not have been exceeded, as proportionately augmented resources would have been provided.

The extent to which during the next few years the construction of the railway lines of communication through India may be proceeded with, will depend entirely upon the views and decision of the Government of India, and of the Court of Directors of the East India Company.

As regards the practicability of widely extended and simultaneous operations, and with a view to a clear understanding of the state of preparation of the East Indian Railway Company, to carry out the intentions of the home and local authorities—I take the opportunity to state that the railway company, being empowered under the Act of Parliament to raise the necessary amount of capital, are prepared within seven years—viz., between the 1st October 1858, and the end of 1860—to complete the entire line of railway communication by the Ganges Valley through Mirzapore to Delhi, and if desired, within the same period to construct a further extension to Lahore, and a branch line through the Soane Valley, to connect Calcutta with the Bombay Presidency.

The statement is made upon data which have been in course of careful collection during the last ten years, and from present examination and knowledge of the country as far as Delhi, confirmed in all respects by the full and able reports of the engineer officers in the East India Company's service.

The accomplishment of a design which in reference to the advantages derived both by the Government and the public, will be admitted to deserve the serious consideration of Government, must depend upon early decision—upon advantage being promptly taken of the favourable state of the money market in England, and upon the exercise of the necessary foresight in providing those means and appliances which involve time as a primary and essential element.

The cost of the line to Allahabad complete, and including locomotive and rolling stock, having been advisedly estimated at excessive rates to provide for the increased cost of iron and freight, will not exceed Rs. 67,541,821 upon 681½ miles, or an average of Rs. 96,300 per mile. The probable cost above Allahabad may be estimated at Rs. 60,000 per mile, the items of permanent way materials, in both cases, being liable to fluctuation from the varying price of iron.

The statement made officially to Parliament, that railway communication shall be made throughout India, and the decision by the authorities of the general direction of the route between Calcutta and the north-western provinces, have removed the only preliminary question which might have required longer delay in deciding upon the period at which future extensions in the Presidency of Bengal and the north-western provinces should be made; and two thousand miles can now be constructed by the railway company within the same period that will be occupied in completing 200 miles.

Should the Government of India consider the communications now forwarded to justify the Government in recommending that the construction of the entire lines of communication above referred to should at once be provided for, and that the instrumentality of the East Indian Railway Company under the full and direct control of the Government, offers the most suitable means by which it can be accomplished—I feel assured that extraordinary exertions, proportioned to the importance of the undertaking, will be promptly made by the directors of the railway company to ensure the due fulfilment of the contract, and I venture to express a hope that the mode of administering the affairs of the company, both in England and in India, in connexion with and under the control of the authorities, has been such as to deserve and secure their continued confidence.

I have, &c.,

(Signed)

R. MACDONALD STEPHENSON,

Managing Director and Agent,

Governor General
to E. I. Company.

(Report No. 6.) From GEORGE TURNBULL, Esq., to the Chairman and Directors
of the EAST INDIAN RAILWAY.

Enclosed

GENTLEMEN,

Serampore, 19th March, 1853.

1. I HAVE now the honour of transmitting to you a plan, longitudinal sections, and estimates of the proposed extension to Allahabad, on the lines which have been the subject of careful investigation during the months of November, December, January, and February last.

2. My report on this subject must necessarily be brief, on account of the necessity which exists of submitting the documents to the Government of India for consideration without delay.

3. In order to meet your wishes and those of the Government with respect to the cost of the works, I have devoted the short interval which has elapsed since the completion of the trial surveys, to the preparation of minute and careful estimates, not only of all the proposed extensions to Allahabad, but also of the 121 miles now in course of construction, in preference to attempting any very detailed description of the country traversed, which description must now be made in general terms.

4. The first part of the extension, namely, that between the junction, a few miles west of Burdwan and Rajmahal, is fully described in my report of the 28d February 1852. Orders having been received to proceed with the surveys on this portion, I detached Mr. Sibley from Chandenagore and put him in charge of the forty-five miles from the junction to the river More. Since the month of November the country has been re-examined, the centre line marked out on the ground, the working longitudinal section taken, and the surveys of properties necessary for obtaining possession of land are drawing towards completion. Some have been already finished and sent in to Government. The designs of the works are also in progress.

5. On the length of about seventy-six miles from the river More to Rajmahal nothing more has been done besides that which is described in my last report, because the number of engineers available was not more than sufficient to take the trial levels up to Allahabad and the alternative routes by Chuckai and by the valley of the river More. It was deemed more advisable to ascertain the facts of the alternative routes suggested, and settle that much debated question, and secure sections and accurate estimates up to Allahabad, than to prosecute the setting out of the line beyond the river More; this work will, however, be resumed as soon as it is possible to take the field after next rainy season.

6. I now proceed to a short account of the line from Rajmahal westwards. You are already in the possession of a plan and longitudinal sections up to Rajmahal. For the sake of distinctness, I shall state all the estimates together in a tabular form at the end of this report.

7. The course proposed is indicated by a strong red line on the map, commencing near Oodwa Nullah; the main line will take what may now be called the Oodwa Nullah or Rajmahal branch, about six miles from the river Ganges. The line here bends to the left, and turns the flank of the first of the Rajmahal hills, rising at the rate of one in 500. The line still bends to the left and then to the north, keeping between the hills and the large swamp called Jâlâ Jheel.

8. The soil here is favourable, and the works will not be attended with difficulty. There is a good deal of quartz rock, but what appears on the surface is of a loose friable nature, and excellent ballast can be obtained to any amount.

9. We next reach the old military station of Sickragully (now deserted), keeping to the south of the rocky promontory, after having passed the remains of the ancient Mahomedan road, near a place where traces of coal have been found.

10. At Sikragully the line bends into nearly a due west course, passing the outlying hill of Gunga Persand on the north, and the old ruined fortress of Talagurne, at which place the railway must keep close to the foot of the rock on which the ruins stand. This is the last of the rocky hills which must be

passed. It is composed of basaltic boulders, and red soil, and some quartz pebbles.

11. The direction is straight to Colgong, where there should be a station, and landing wharf in river Ganges. East of Colgong the country is very jungly, but clearing is going on rapidly, and cultivation spreading.

12. From Rajmahal to Colgong the distance is about fifty miles.

By reference to the section it will be seen that we have gradients of 1 in 300, 1 in 400, and 1 in 500, &c. I should remark here that these gradients are capable of improvement either by incurring the expense of heavier works or by making bends or curves to the right or left, all which can be decided at the time of making the working sections when the estimates of alternative lines can be compared.

13. From Colgong to Bhaugulpore, about twenty miles, the country is inundated by the annual overflowing of the Ganges. The high land is as usual found close to the margin of the river, and the line should be carried at no great distance from the present dawk road, and as near to the river as it would be prudent to place it, so as to avoid any danger to the works from the encroachments of the floods of the Ganges.

14. A stiff red clay appears at intervals in the bed of the river, which promises well for foundation of our bridges, of which there will be several in this length—one over the Koah nuddy, another over the Geroah nuddy, and another over the Ghoda nuddy, are the largest. A proportion of flood openings will also be necessary.

15. We now reach the large and important station of Bhaugulpore. Two trial lines were taken here, but on more examination we found a third route would possess advantages over either of those shown on the plan and section. Here a large station and a communication with the river should be established.

16. From Bhaugulpore to Monghyr, the distance is thirty-two miles by the line; more than half of this distance is subject to annual inundation. It does not, however, appear that the works will be of a difficult character on the whole, as for a considerable distance an elevated natural bank occurs between the river margin and the railway works.

17. The principal rivers to be crossed are the Chumpun Nuddy, about 300 feet wide, besides a large extent of flooded ground on each side of it, and the Mun nullah, about 350 feet wide. About halfway stands the large thriving village and bazar of Sultangunge, close to the rocky promontory and island Jehangurah, with its temple and ruined mosque. These rocks permanently define the margin of the river Ganges at this place, and no alteration, it is stated, has ever occurred in the course of the river here, where there is always deep water and a good landing-place.

18. We now turn the end of the Kurrukpor hills and reach Monghyr by an easy curve. Future investigation must decide whether it be most advisable to bring the line close to the town or carry a short branch down to the river banks and keep the main line at a few miles' distance. The trial section shows the line as laid down on the map.

19. From Monghyr westwards for above thirty miles, the country is inundated every year. Two trial sections were taken, which are shown on the plan; one keeping near the river Ganges, passing a short distance south of Sooreygurrah; the other route keeps a direction more to the south, near the base of the hilly range, and it is almost beyond the reach of the inundations, and which is of more importance, passes through better soil, saves two bridges, and avoids the black alluvial earth called curco, which is about the worst possible material for making embankments.

This line has been adopted for the estimates; it is about five miles longer than the other, but its advantages more than counterbalance the extra length of permanent way.

20. The Keal and the Hullohur rivers must both be crossed; both will require large and expensive bridges. That over the Hullohur will be the most formidable—the Hullohur Bridge will be 650 feet long and with an average depth of above 40 feet.

The Keal Bridge will be about 500 feet long and considerably less in height than the other; for both these bridges estimates have been made of cast iron cylinders, and light wrought iron superstructures. The applicability of such

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

a construction can better be decided when the beds of the rivers are examined by borings and otherwise.

21. After crossing the Hulohur, the best direction will be northwards by Burheea, and keeping close to the high land on the banks of the river, passing the thriving village of Barr, and on westwards by Tutwa across the Poonpoon Nuddy to the city of Patna.

From the Hulohur to Patna the distance is about sixty-three miles; there are villages all the way, and the country is rich and in high cultivation. For nearly the whole of this distance the works will be out of reach of the inundations.

A bed of good red clay appears at intervals in the bed of the Ganges, which in a great measure prevents its south margin from being washed away by the stream during the time of floods.

22. The Poonpoon Bridge will be a large and expensive work; an estimate of it has been made on the same principle as that for the river Hulohur.

23. Some low land occurs west of Tutwa, partially flooded, which will require to be provided with arching or openings for the passage of the floods.

24. The best line for the railway, through the city of Patna, will be on the old earthen mound or rampart which runs east and west for a mile and a half at a distance of three quarters of a mile from the river. The line here has some very favourable features, as the city can be traversed without the destruction of any valuable property. The old mound alluded to is stated to be the property of Government.

The best site for the Patna passengers station will probably be at the race-course or Mydan, at the west end of the city. A good station may be at any convenient point in the city, opposite to the opium factory, or at such other point as may appear preferable.

25. From Patna to the river Soane two trial sections were taken, one touching Dinapore and proceeding south-west to the small village of Purreo on the Soane; the other route goes by Phoolwarree, keeping considerably to the south of the other line, and is a much better one, inasmuch as it escapes a large extent of low inundated land south and west of Dinapore, which would require large embankments and many flood passages.

The line by Phoolwaree is that one which has been estimated.

26. River Soane.

The river Soane has been examined as far up as the crossing of the Grand Trunk road, and no better place of crossing has been found than that at the village of Parea, at the south end of a small island.

At this place the banks are steep and well defined, and the clay bottom is occasionally visible, and, especially on the east side, appears of a more tenacious character than usual.

The earliest opportunity should be taken to sink wells and borings into the bed of the river, to ascertain the nature and depth of the soil and substratum.

No estimate has been made of a bridge across the Soane; first, for want of data, and secondly, because the construction of a bridge is manifestly a work of so great expense, that it is worth consideration whether it would not be best to have a "break" in the railway, and a ferry and landing piers for transport of goods and passengers, which can be done at a comparatively light cost, leaving the construction of a bridge until the increase of traffic should demand one.

If a "break" occur here, it would be necessary to have a station on each side of the river, with engine sheds and turntables for reversing the engines, and other arrangements peculiar to a terminal station; for these I have made an approximate estimate.

27. Leaving the river Soane, the line proceeds nearly due west in a perfectly straight direction through a fertile and populous country, passing to the south of the large town of Arrah, where there is a civil station for the district of Shahabad. Here many flood openings or arches will be wanted, as the country is in part inundated, principally from the overflowings of the river Soane.

28. We then proceed on a straight line westwards, on the north side of the Buheea and south of Bhojpoor, approaching the Ganges near Buxar. The soil of the whole of this part is the ordinary alluvial clay, well adapted for brick and ballast burning in most places, but little kunkur limestone is met with. The whole country is almost a dead level, and in a high state of cultivation.

29. From the river Soane to Buxar the distance is fifty-one miles, and in that distance bridges will be wanted for the river near Arrah for the Bunnas

nullah, for the Ganges nullah, the Kao nullah, and Bhynsall; none of these will be formidable works their beds are almost dry during half the year.

30. At Buxar is a part of the large establishment for the breeding of cavalry and other horses, kept up by the Government of India; otherwise it is not a place of much importance; it is, however, well situated on the banks of the Ganges, and opposite the old fort there is deep water, and an excellent landing place for steamers, and native craft could be established here with advantage. Part of the stud of horses is on the north, and part on the south side of the Ganges.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

31. A station should be built at Buxar. The line now bends to the left, keeping a short distance from the Ganges, crosses the Thora Nuddy, passes the large native village of Chowra, and on to the crossing of the river Kurrunnassa.

32. The bridge over the Kurrunnassa will be a heavy and expensive work; the channel is about 600 feet wide and about forty-seven feet in depth; the rise and fall of the flood waters is great. The soil seems stiff clay. I have estimated this bridge to be built with cast iron cylinders, and a light iron superstructure, but until careful borings are taken and other investigations made, the propriety of this or any other design is not to be decided.

33. On leaving the Kurrunnassa the line now goes westwards, keeping in the highest ground between the Kurrunnassa and the Ganges; it then approaches a bend of the Ganges, near Lumaneeah, and afterwards proceeds nearly straight to Raj Ghaut, opposite the city of Benares, where a station may conveniently be built.

34. No heavy works will be wanted between the Kurrunnassa and Raj Ghaut; the country is almost a dead level, and the bridges and culverts are under the average.

The distance from Buxar to Benares is sixty miles and a half.

35. Leaving Raj Ghaut, the country is occasionally flooded, but not every year. The line then passes Ramnuggur, a large village of some pretensions, with a rajah, a palace, and a good bazar.

36. About fifteen miles from Benares is the first crossing of the river Jurgoo, and the second is at nineteen miles; both these will require large bridges. We now reach Chunar, where a good station should be built. The sandstone hills in this neighbourhood afford an inexhaustible supply of the finest building stone.

37. For a distance of eleven miles west of Chunar, the surface of the country is in general rough and broken up into small ravines and gullies cut by the rain water. Many bridges will be required, about twenty-four in number, but none are of any magnitude, except that over the Belwan, which has been estimated in a similar manner to the Poonpoon and others already described.

38. At Poonah Hill, a cutting of about two miles in length, through sandstone, will be necessary. The sandstone seems easily worked, and is a good building material.

39. From the above to Mirzapore, nine miles, the country is level, and the works light, with the exception of one bridge 198 feet long, over the Khajiree Nuddy.

40. The best site for the station at Mirzapore formed the subject of discussion with the authorities there, and with some of the principal merchants. The site near the hospital at the crossing of the great Jubbulpore road seems to possess the greatest advantages.

Mirzapore being the chief commercial city of these provinces, a large amount of station buildings will be required, and branch lines to the river. It is probable, also, that this will be found to be the best place for locomotive sheds, workshops, and repairing shops, as here skilled native workmen can be found, and many other facilities exist.

Mirzapore is 576 miles from Howrah, by the line of railway.

41. From Mirzapore to Allahabad, the distance is fifty-two miles.

The average cost of the works will be low, but several expensive parts occur, such as the bridge over the Ojhla, the Kurrowtee bridge, the embankment across a swamp west of the Kurrowtee, and the great bridge over the river Touse.

42. I have not gone into an estimate of a bridge over the Jumna, for the same reason which I have explained with reference to the river Soane.

43. A temporary station should be placed on the east bank of the river, opposite Allahabad, and the traffic carried on as at present by the bridge of boats. This station would be 628 miles from Howrah.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

44. An alternative line of railway was pointed out by Mr. Oldham, in his geological report on the coal producing districts of the Dawoodah and Bheerbhoom. Of this line I have made a careful examination, and trial sections have been taken connecting it with the sections of the other lines.

I was requested to report on Mr. Oldham's suggestions, and made my comments thereon in a letter to Major Baker, dated the 18th August, 1852, and it may not be necessary to repeat these remarks here.

The trial section accompanies this paper. It will be seen that the gradients are unfavourable, but there is nothing insuperable or even of much difficulty in the line, except at one place a few miles north of Chuckai, where the line must traverse a broken country, intersected by deep ravines, the sides of which are covered with jungle, and the rocks of the hard gniess formation, intersected by masses of whinstone and quartz.

A road passes through it circuitously, at a place called Betteah Ghaut, a little to the east of the gorge through which the river Burnur discharges itself.

The part so described is eight miles broad, and the descent is so rapid that no better gradient can be obtained than one in fifty-eight, for four miles, and not without deep cuttings through these rocky hills. The only alternative is a tunnel, which in such a place, should not, I think, be entertained.

On account of the above objections, I have not considered it necessary to make any estimate of this line.

45. I have also made an examination of another alternative line, diverging near Sooree and following the valley of the river More, proceeding by Nori Haut nearly straight to Bhaugulpore.

This one suggested itself to me, when examining the country near Sooree.

A trial section is annexed, and an estimate of the works.

46. The country traversed by it for the greater part of the way, is of a jungly and wild description, and we cannot expect much if any accession of traffic, after leaving Sooree until we reach Bhaugulpore, a distance of 110 miles.

47. The gradients are 1 in 1,000, 1 in 700, and 1 in 450, and on the north side of the summit, a gradient of 1 in 300, for fourteen and a half miles. Anything better than these need not be anticipated.

48. For a considerable length the railway must be made through the prevailing gniess rocks, the excavations in and through which, will occupy time. To counterbalance which, however, an ample supply of ballast will be met with.

49. I consider it my duty to lay before you the engineering facts and peculiarities of these routes. There are no very important difficulties in either, that is, between Sooree and Rajmahal, and between Sooree and Bhaugulpore direct.

50. It will be for you to decide the question whether the commercial advantages of the Rajmahal line traversing a more fertile and populous country, confessedly at present without means of transport for its valuable products—gaining whatever goods traffic may accrue by opening up the country between the river More and Rajmahal—carrying passengers so far as Rajmahal on their way to Darjeeling, and other parts, and gaining the competition with the uncertain Ganges and Bhaugrutty for the rich traffic of Purneah—should not decide you to adhere to the route via Rajmahal.

I may also call your attention to the fact which should have been stated in the engineering part of the question—that it will be seen by inspection of the sections, that the summit near Nori Haut on the More line is 447 feet above the summit by the other line, so that all commodities destined for the Calcutta market must be taken up that extra height—an important point as regards locomotive power, and an offset against the additional twenty-five miles of the Rajmahal route.

51. Under these circumstances, and having been informed that the extension to Rajmahal has received sanction and that capital is ready to execute it, I shall, unless countermanded, make such arrangements as are in my power to prosecute the works to that place as speedily as possible.

52. With this view I have indented for two more assistant engineers who should be sent out as soon as possible, to take the field immediately after the rainy season now approaching.

I shall also require two more European inspectors *skilled in brickwork*.

53. In conclusion I would respectfully call your attention to the importance of proceeding simultaneously with all the works enumerated in this report. The general establishment would not thereby be greatly increased, but as regards the final completion of the whole, the advantages are incalculable.

54. For example, in all heavy embankments across inundated lands the banks should be thrown up at once, leaving gaps equal to the openings of the bridges. This would enable us to decide the difficult question as to the right area for the passage of the floods, by watching the effects of the first year's inundation, and might on the one hand save much expenditure in superfluous flood openings, and on the other hand might prevent serious disasters by constructing too few of them.

55. Secondly, in those places where large rivers must be crossed, such as the Hullohur, Poonpoon, the river Kurumnassa, and the river Touse, and whose bridges would occupy a much greater time in construction than other parts of the works, a commencement cannot be made too soon.

56. I recapitulate the estimates in the table, as follows, adding the electric telegraph necessary for the safe working of a single line.

	Rs.	a.	p.
1st. Works in hand from Howrah to Raneeunge, 121 miles	88,04,087	13	5
2d. Works sanctioned from near Burdwan to Rajmahal, 121½ miles	1,01,57,809	12	0
3rd. Works proposed from Rajmahal to Allahabad, 439 miles	3,80,95,365	10	2
4th. Works at the crossing of the River Soane	4,50,000	0	0
5th. Electric Telegraph, 782 miles, at per mile, £100	7,82,000	0	0
Co.'s Rs.	5,82,89,263	3	7

19th March 1858.

I have the honour, &c.,

(Signed) GEO. TURNBULL,

(True Copies.)
(Signed) R. R. MACDONALD STEPHENSON,
Managing Director and Agent.

(A.)—SUMMARY OF ESTIMATES.

Miles.	Description.	Total Cost.	Cost per Mile.
	<i>Works now in Progress.</i>	Rs. a. p.	Rs.
121	Miles from Howrah to Raneeunge, including Howrah and other stations	88,04,087 13 5	72,761
	<i>Extension to Rajmahal.</i>		
	For a single Line of Railway,		
45	Miles from near Burdwan to the River More	35,33,540 0 0	78,523
76½	Miles from the River More to Rajmahal	66,24,269 12 0	86,507
242½	Miles. Co.'s Rs.	1,89,61,897 9 5	78,112

(B.)—SUMMARY OF ESTIMATES.

Miles.	Description.	Total Cost.	Cost per Mile.
	<i>Extension from Rajmahal to Allahabad, for a single Line of Railway.</i>	Rs. a. p.	Rs.
77	Rajmahal to Bhaugulpore	60,55,131 0 0	78,638
157½	Bhaugulpore to the Soane	1,38,76,873 0 0	88,294
112½	River Soane to Benares	96,03,216 10 2	85,172
92	Benares, viâ Mirzapore, to Allahabad	85,60,145 0 0	93,045
439	Miles. Co.'s Rs.	3,80,95,365 10 2	86,777

Indian Railways.
 Governor General
 to E. I. Company.

Enclosure.

(C.)—MEMORANDUM of ESTIMATE of the Line by the Valley of the River MORE.

Miles.		Co.'s Rs.	a.	p.
118½	Miles from the Junction near Sooree, by Nori Hat to Bhaugulpore	94,56,518	0	0
	Or per mile Rs. 79,634.			

Comparison of the More Valley route with that by Rajmahal.

67	Miles from the River More to near Oodwa Nullah	-	-	-	57,74,060	0	0
77	Miles from ditto to Bhaugulpore	-	-	-	60,55,131	0	0
144	Miles.				Co.'s Rs.	1,18,29,191	0 0
118½	As above					94,56,518	0 0
25½	Miles difference				Rs.	23,72,673	0 0

(D.)—MEMORANDUM to as the River SOANE.

If, as I suppose, a break in the line should be made at the River Soane until the increase of traffic may render the construction of a bridge advisable, it will be necessary to provide two stations, one on each side of the river, with engine sheds, carriage sheds, large 42-feet turntables for reversing the engines and tenders, and other accommodations peculiar to a terminus of a long line of railway.

I assume each of these stations to cost - - - - - Rs. 1,50,000

For two stations at the Soane - - - - - Co.'s Rs. 300,000

Ferry boats, landing piers, wood platforms on the land, and other arrangements for facilitating the traffic across the river, say, - - - 150,000

Co.'s Rs. 450,000

(E.)—NOTE.

The aggregate number of miles which have been examined, and of which the trial sections have been taken, this last cold season, including November, December, January and February, amounts to 818.

To do this, six working parties of engineers were employed, which gives an average of 156 miles to each party.

The parties so employed, were Messrs. Vigors and Denham, between Rajmahal and Monghyr.

Messrs. King and Fox between Monghyr and the river Soane.

Mr. Claxton from the river Soane to Benares.

Mr. Lancy from Benares to Allahabad Messrs. Perry and Bourne, from Ahscnsole, by Chackai, near the Ganges.

Messrs. G. and H. Smith on the More Valley Line.

MORE VALLEY LINE.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

ESTIMATE of COST of WORKS on a Line of RAILWAY, commencing at a point on the Rajmahal Line, near Sooree, following the Valley of the River More by None Hat, and terminating at Bhaugulpore, being a length of 118 $\frac{1}{2}$ Miles.

		Rate Rs.	Rs.	a	p.
Earthwork	250,000,000 Cubic feet of clay, at per 1,000 c. ft. -	3/8	8,75,000	0	0
	126,651,353 Ditto rock ditto -	8/	10,13,210	13	2
Brickwork	3,656,750 Ditto, at per 1,000 c. ft. -	22/	8,04,485	0	0
Wrought iron	- Superstructures of 20 openings, of 80 ft. each, for the Sedh and other Nuddies, each.	12,000	2,40,000	0	0
Ballast	14,256,000 Cubic feet natural ballast in main line, at per 100 c. ft.	4/	5,70,240	0	0
	4,714,400 Cubic feet burnt clay, for ditto ditto	6/	2,82,864	0	0
	1,425,600 Ditto natural ballast in sidings and stations, at per 100 c. ft.	4/	57,024	0	0
	471,440 Cubic feet burnt ballast in ditto ditto	6/	28,286	6	4
Permanent way materials.	130 $\frac{1}{2}$ Miles of permanent way, being 10 miles per cent. added for sidings and stations, at per mile, Co.'s Rs. 26,670.	-	34,80,435	0	0
Laying permanent way.	130 $\frac{1}{2}$ Miles, at per mile, Rs. 5,280 -	-	6,89,040	0	0
Turn-tables, &c.	- Turn-tables, water-cranes, switches, crossings, &c., on	-			
	118 $\frac{1}{2}$ Miles, at per mile, Rs. 1,000 -	-	1,18,750	0	0
Fencing	118 $\frac{1}{2}$ Miles fencing, at per mile, Rs. 2,000 -	-	2,37,500	0	0
Stations	- Sooree, Roomnabad, None Hat, Dauka, and others, say, -	-	2,00,000	0	0
			85,96,835	3	6
	Add for contingencies, 10 per cent. -	-	8,59,683	8	4
	For 118 $\frac{1}{2}$ miles, total Co.'s Rs. -	-	94,56,518	11	10
	Or per mile, Co.'s Rs. 79,634.				

SUMMARY of ESTIMATES.

Miles.		Total Cost.	Average Rate per Mile.
	<i>Works now in progress.</i>		
121	Miles from Howrah to Raneegeunge, including Howrah and other stations.	Rs. 88,04,087 13 5	Rs. 72,761 0 0
	<i>Extension to Rajmahal for a Single Line of Railway.</i>		
45	From near Burdwan to the River More -	35,33,540 0 0	78,523 0 0
76 $\frac{1}{2}$	From the River More to Rajmahal -	66,24,269 12 0	86,308 0 0
242 $\frac{1}{2}$	Miles -	1,89,61,809 9 5	78,112 0 0

Indian Railways.

Governor General
to E. I. Company.

MORE VALLEY LINE—continued.

Enclosure.

Extension from Rajmahal to Allahabad for a Single Line of Railway.

Miles.		Total Cost.	Average Rate per Mile.
		Rs. a. p.	Rs. a. p.
77	Rajmahal to Bhaugulpore - - - - -	60,55,131 0 0	78,638 0 0
157½	Bhaugulpore to the Soane - - - - -	1,38,76,873 0 0	88,294 0 0
112½	River Soane to Benares - - - - -	96,03,216 0 0	85,172 0 0
92	Benares, via Mirzapore, to Allahabad - - - - -	85,60,145 0 0	93,045 0 0
439	Miles - - - - -	3,80,95,365 0 0	86,777 0 0

MEMORANDUM of Estimate of the Line by the Valley of the River More.

118½	Miles from the junction near Soree, by None Hat, and to Bhaugulpore, at	94,56,518 0 0	- - -
	Or per mile, Rs. 79,634.		
	<i>Comparison of the More Valley Route with that by Rajmahal.</i>		
67	Miles from River More to near Oodwa Nullah - - - - -	57,74,060 0 0	- - -
77	Miles from ditto to Bhaugulpore - - - - -	60,55,131 0 0	- - -
144	Miles - - - - -	1,18,29,191 0 0	- - -
118½	" - - - - -	94,56,518 0 0	- - -
25½	" difference - - - - -	23,72,673 0 0	- - -

MORE VALLEY LINE—continued.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

ESTIMATE of COST of WORKS in that part of the Line commencing near Oodwa Nullah, Rajmahal, and proceeding along the South Shore of the River Ganges, by Sikragully and Colgong, and terminating at Bhaugulpore, a distance of 77 Miles.—15th March 1853.

		Rate Rs.	Rs.	a.	p.
Earthwork	36,225,490 Cubic feet in cuttings in clay, at per 1,000 c. ft.	3 8	1,26,789	4	0
	14,370,720 Ditto in rock, at ditto	3 8	1,14,965	12	0
	123,370,810 Ditto in embankments, at ditto	3 8	4,31,797	13	0
	8,167,488 Ditto in sidings, at ditto	3 8	28,586	3	0
	8,000,000 Ditto in road approaches and level crossings, at ditto.	3/8	28,000	0	0
Brickwork	4,217,300 Cubic feet brickwork, at per 1,000 c. ft.	20/	8,43,460	0	0
Ballast	12,196,800 Ditto for 77 miles				
	609,840 Ditto 5 per cent. for sidings				
	12,866,640 Ditto, say one half natural ballast and one half burnt clay.				
	6,403,320 Ditto burnt clay, at per 1,000 c. ft.	6/	3,84,199	0	0
	6,403,320 Ditto natural ballast	4/	2,56,132	0	0
Memo.—Estimate of one mile of permanent way:—					
	1,760 Sleepers, at per each, 3/		5,280		
	3,520 Chains, 35 tons, at per ton, 80/		2,800		
	8½ Tons of fishing plates, screws, balk nuts, at per ton, 150/		1,275		
	129 Tons of rails, assumed price:—				
	Shipped in England, per ton £10				
	Freight to Calcutta		2		
	Carriage to the works		1		
	Co.'s Rs. 130=£13		16,770		
	3,520 Keys, at per 1,000, Co.'s Rs. 55/		193		
	7,040 Treennails, ditto, ditto 50/		352		
	Per mile		26,670		
Permanent way	77 Miles.				
	7 „ added for stations and sidings.				
	84 „ permanent way, at per mile, 26,670		22,40,280	0	0
	84 „ at per mile, Rs. 5,280		4,43,520	0	0
Laying permanent way.					
Gates at level crossings.	120 Gates, at per each	50/	6,000	0	0
Fencing	25,000 Linear feet at level crossings	70/	17,500	0	0
Road metal	200,000 Cubic feet at level crossings and road approaches, at per 1,000 c. ft.	4/	8,000	0	0
Fencing	77 Miles finding, at per per mile, Rs. 2,000		1,54,000	0	0
Roadside stations.	- Assume the same proportion as on the Source district.				
	77 Miles, at per mile, Co.'s Rs. 1,655		1,27,435	0	0
Bhaugulpore Station.	- Similar to that at Rajmahal		1,50,000	0	0
Turn-tables, &c.	- Turn-tables, water-cranes, switches, crossings, &c., assume same proportions as on the Source district.				
	77 Miles, at per mile, Rs. 1,000		77,000	0	0
Bridges	- Add iron superstructure for one bridge of 5 openings of 80 feet each over the Geroah Nuddy, at Rs. 11,000 each.		55,000	0	0
	Add pumping water and getting in foundation of iron bridges, each, at Co.'s Rs. 3,000.		12,000	0	0
			55,04,665	0	0
Contingencies	- Add 10 per cent. for contingencies		5,50,466	0	0
	For 77 miles Co.'s Rs.		60,55,131	0	0
	Or per mile, Rs. 78,638.				

Indian Railways.

MORE VALLEY LINE—continued.

Governor General
E. I. Company.ESTIMATE of COST of WORKS from Bhaugulpore, by Moonghyr, Barr, and Patna, to the East
Bank of the River Soane, being a distance of 157½ Miles.

Enclosure.

		Rate Rs.	Rs.
Earthwork	380,000,000 Cubic feet in embankments and cuttings, including sidings, &c., at per 1,000.	3/8	13,30,000
Road approaches	17,000,000 Ditto in banks, at per 1,000 c. ft.	3/8	59,500
Brickwork	10,432,566 Ditto of brickwork, at ditto	20/	20,86,513
Ballast for 157½ miles.	24,895,200 Ditto ballast, burnt clay.		
	1,244,756 Ditto 5 per cent. add for sidings.		
	26,139,956 Ditto at per 1,000 c. ft.	8/	20,91,196
Memo.—Estimate of one mile of permanent way :—			
	1,760 Sleepers, at each, 3/	-	5,280
	3,520 Chains, 35 tons, at per ton, 80/	-	2,000
	8½ Tons fishing plates, screws, bolts, nuts, &c. at 150/	-	1,275
	129 Tons of rails, assumed price :—		
	Shipped in England	-	£10
	Freight to Calcutta	-	2
	Carriage from ditto to works	-	1
	Co.'s Rs. 130=	£13	
			16,770
	3,520 Keys, at per 1,000, 55/	-	193
	7,040 Treenails, at per 1,000, 50/	-	352
			26,670
Permanent way	157½ Miles.		
	14½ „ add for stations and sidings.		
	172 „ at per Mile, Rs. 2,667	-	45,87,240
Laying permanent way.	172 laying permanent way, at per mile, Rs. 5,280.	-	9,08,160
Gates at level crossings.	200 Gates, at per each	50/	10,000
Fencing at ditto	42,000 Linear feet fencing, at per 100 feet	70/	29,400
Road metal at level crossings.	333,000 Cubic feet at road approaches, at per 100 c. f.	6/	19,980
Fencing	157½ Miles fencing, at per mile, Rs. 2,000	-	3,14,333
Roadside Stations.	- - Assume the same proportion as Sooree district.		
	157½ Miles, at per mile, Rs. 1,655	-	2,60,111
Moonghyr Station.	- - Similar to Bhaugulpore	-	1,50,000
Patna Station	- - - - -	-	2,50,000
Turn-tables, &c.	- - Turn-tables, water-cranes, switches, crossings, &c., same proportions as on the Sooree district.		
	157½ Miles, at per mile, Rs. 1,000	-	1,57,166
Ironwork in bridge over Kullohur Nuddy.			
Note.—Cast-iron cylinders, 9 feet diameter, 1 inch thick, weight 9½ cwt. per foot, flanges 9 cwt. each, cylinders cast in lengths of 9 feet.			

MORE VALLEY LINE—continued.

Indian Railway

Governor General
to E. I. Company

Enclosure.

ESTIMATE of COST of WORKS from Bhaugulpore, &c.—continued.

	Rate Rs.	Rs.
14 Columns, 66 feet each $840 \times 10\frac{1}{2}$ cwt. = 441 tons		
Cast in London - - -	£6 0 0	
Freight in Calcutta - - -	5 0 0	
Insurance, 5 per cent. - - -	0 11 0	
Unloading at Calcutta, and loading in boats and discharging at Nuddy - - -	0 9 0	
Fixing, in place of sinking - - -	3 0 0	
	£16 0 0	
441 Tons, at per ton, Co.'s Rs. 160, in 84 joints of pipe, each 2 cwt.	-	70,560
168 Cwt. of wrought iron, in screw bolts and nuts for flanges, at per cwt.	10/-	1,680
Iron superstructure as before, 7 openings, at Rs. 11,000 each.		77,000
Note.—The estimate of Hulloohur Nuddy Bridge, 600 feet long, Rs. 1,49,240 ; estimate per linear foot, say Rs. 250.		
Ironwork in Rient Nullah.		
500 Feet long, at per linear foot, Rs. 250 - -		1,25,000
Ironwork in Poonpoon Nuddy.		
350 Feet long, at per linear foot, Rs. 250 - -		87,500
		1,26,15,339-
Add contingencies, 10 per cent. - -		12,61,534
Total for $157\frac{1}{8}$ miles - - -		1,38,76,873
Or per mile, Co.'s Rs. 88,294.		

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

MORE VALLEY LINE—continued.

ESTIMATE of COST of WORKS on that part of the Line commencing on the left or west bank of the River Soane, proceeding by Arrah Buxar and terminating at Raj Ghaut, opposite Benares, being a distance of 112½ Miles.

		Rate Rs.	Rs.	a.	p.
Earthwork -	281,256,700 Cubic feet earthwork, in cuttings and embankments, at per 1,000 c. ft. -	3/8	9,84,398	7	1
Brickwork -	7,441,500 Cubic feet brickwork, in bridges and culverts, &c., at per 100 c. ft. -	20/	14,88,300	0	0
Ballast -	19,819,800 Cubic feet burnt clay, including sidings, at per 100 c. ft. -	7/	13,87,386	0	0
Laying permanent way.	123 Miles of permanent way, at per mile	5,280/	6,49,440	0	0
Permanent way materials.	123 Miles, at per mile, Rs. 28,507½ -	-	35,06,422	8	0
Fencing -	112½ Miles of fencing, at per mile, Rs. 2,000 -	-	2,25,500	0	0
Gates at level crossings.	250 Gates, each at -	60/	15,000	0	0
	Arrah - - - - Rs. 40,000				
	Beeheca platform - - - 2,000				
	Bhogpore ditto - - - 2,000				
	Buxar - - - - 40,000				
	Chowra and Wharf - - - 20,000				
	Teemeneah - - - 16,000				
	Seekuldeah - - - 16,000				
	Add for sundry small road stations, say 15 at 1,000 Rs. each -	-	1,36,000	0	0
Turn tables, water cranes.	- Switches, &c. for 112½ miles, at per mile, 1,000 Rs. -	-	15,000	0	0
Bridge over the River Kurrum-nassa.	- Similar to those over the Hullokur Keoul rivers, 600 feet, at per foot, 350 Rs. -	-	1,12,750	0	0
			2,10,000	0	0
	Add 10 per cent. for contingencies for 112½ miles -	-	87,30,196	15	1
		-	8,73,019	11	1
	Total for 112½ miles, Co.'s Rs. -	-	96,03,216	10	2
	Or per mile, Co.'s Rs. 85,172.				

NOTE.—If, as I propose, a break in the line should be made at the River Soane, until the increase of traffic may render the construction of a bridge advisable, it will be necessary to provide two stations, one on each side of the river, with engine sheds, carriage sheds, large 42 feet turn tables for reversing the engines and tender, and other accommodations peculiar to a terminus of a long line of railway. I assume each of these stations to cost Rs. 1,50,000.

	Rs.
For two stations at the Soane - - - -	3,00,000
Ferry boats, landing piers, wood platform on the sand, and other arrangements for facilitating the traffic across the river, say - - - -	1,50,000
Co.'s Rs.	4,50,000

MORE VALLEY LINE—continued.

Indian Railways

Governor General
to E. I. Company

Enclosure.

ESTIMATE of the WORKS from Raj Ghaut, opposite Benares, by Mirzapore to the right bank of
the River Jumna at Allahabad, being a distance of 92 Miles.

		Rs.	Rate Rs.	Rs.
Earthwork	10,900,000 Cubic feet rock cutting, at per 1000			
	c. ft., 10/ - - - - -	1,09,000		
	5,500,000 Cubic feet earth cutting, at per			
	c. ft., 4/ - - - - -	22,000		
	118,000,000 Cubic feet embankment, at per			
	c. ft., 4/4 - - - - -	4,72,000		
Brickwork	5,060,000 Cubic feet brickwork, at per 100 c. ft.	-	22/	6,03,000
Ballast	2,787,840 Cubic feet, in 16 miles natural			11,13,200
	ballast, at per 100 c. ft. 4/ - - - - -	1,11,512		
	13,242,440 Cubic feet, in burnt clay, at 6/ - - - - -	7,94,532		
Permanent way materials.	1,760 Sleepers, each 3/ - - - - -	5,280		9,06,044
	3,520 Chains, 35 tons, at per ton, 80/ - - - - -	2,800		
	82 Tons of fishes, at per ton, 150/ - - - - -	1,275		
	129 Tons of rails, assumed price :—			
	Shipped in London, £ 10			
	Freight to Calcutta, - 2			
	Carriage - - - - - 1			
	£ 13 = Rs. 130	16,770		
	3,520 Keys, at per 1,000, 55 2 - - - - -	193		
	7,040 Trenches, at per 1,000, 50/ - - - - -	352		
	Extra freight on 175 tons, at per			
	ton, 10/8 - - - - -	1,837		
		28,507		
	92 Miles			
	8 Add for station and sidings			
	100 Miles, at per Co.'s Rs. - 28,507/8			
		Rs. - 28,50,750		
	Laying Permanent Way :—			
	100 Miles, at per mile, Rs. 5,280 - - - - -	5,28,000		33,78,750
Fencing	92 Miles fencing, at per mile, Rs. 2,000 - - - - -	-		1,84,000
Gates at level crossing.	140 Gates, at per gate - - - - -	-	60/	8,400
Stations	- - - - - Raj Ghat (Benares) - - - - -	50,000		
	- - - - - Ramnuggur - - - - -	20,000		
	- - - - - Chunar - - - - -	40,000		
	- - - - - Mirzapore, a large station with engine sheds and workshops, as at			
	- - - - - Howrah - - - - -	3,00,000		
	- - - - - Two small roadside stations - - - - -	30,000		
	- - - - - Sirsa - - - - -	20,000		
	- - - - - Opposite Allahabad - - - - -	50,000		
Turn tables, water cranes.	- - - - - Switches, crossings, &c., for			5,10,000
	92 Miles, at per mile, 1,000 Rs. - - - - -	-		92,000
Bridge over the Touse.	- - - - - Wrought iron superstructure, part on cast iron cylinders, and part on brick piers :—			
	12 Wrought iron girders, each Rs. 11,000,	1,32,000		
	7 Cast iron piers, containing 198 cylinders weighing 935 tons, at			
	per ton, 160 Rs. - - - - -	1,49,600		
	396 Cwt. wrought iron screws, &c., in			
	ditto, per cwt. 10 Rs. - - - - -	3,960		
	Extra freight on 955, say - - - - -	10,000		
				2,95,560

Indian Railways.

MORE VALLEY LINE—continued.

Governor General
to E. I. Company.

ESTIMATE of the WORKS from Raj Ghaut, &c.—continued.

Enclosure.

		Rate Rs.	Rs.
Brickwork	76,800 Cubic feet of brickwork, on piers, at per 100 c. ft.	22/	16,896
	130,000 Ditto ditto in arching for flood openings, at per	22/	28,600
Bridge over the Kurnowlee.	- - Similar to the above, 800 feet, at per foot	250/	2,00,000
Bridge over the Belwan river.	- - Similar to the above, 858 feet, at per foot	250/	2,14,500
	Add 10 per cent for contingencies	-	77,81,950
	For 92 miles, total Co.'s Rs.	-	7,78,195
			85,60,145

(Signed) GEO. TURNBULL,
19th March 1853.

Enclosure.

FROM MESSRS. HODGSON, CONCANEN, NOYES, and Co., to the Most Noble the
MARQUIS of DALHOUSIE, K.T., Governor General of India in Council,
Calcutta.

MY LORD,

24th December 1852.

REFERRING to the statements which we had the honour of placing before the Governor General of India in Council in the year 1845, on behalf of, and as the solicitors for the Great North of India Railway Company, we have the honour to state that the Upper India Railway is formed for the purpose of carrying out the objects of the Great North of India Railway Company, and is in part a substitution for that Company.

Understanding that the subject of railways in Upper India has been referred to your Lordship in Council by the Honourable the Board of Directors of the East India Company, we have on behalf of the Upper India Railway respectfully to beg of your Lordship in Council to give us an opportunity of stating the Company's case before your Lordship in Council gives a decision on this most important subject.

We should add that the Company has the active co-operation and support of Sir Herbert Maddock, late Deputy Governor of Bengal, and other eminent persons connected with India.

We have, &c.,

(Signed) HODGSON, CONCANEN, AND NOYES.

5, Lincoln's Inn Fields, 24th December 1852.

Enclosure

FROM J. M. CAMPBELL, Esq., Chairman, to the Most Noble the MARQUIS of
DALHOUSIE, K.T., Governor General of India, in Council.

MY LORD,

Upper India Railway Company,
2, Moorgate Street, London, 8th January 1853.

By the last mail, Messrs. Hodgson, Concanen, and Noyes, Solicitors to this Company, had the honour of calling your Lordship's attention to the correspondence which they had conducted with the Government of India on behalf of the Great North of India Railway Company so far back as the year 1845, and to the fact that the Upper India Railway Company was founded for the purpose of carrying out the objects of the Great North of India Railway Company, and was in fact a substitution for that Company.

I have now, as the Chairman of the Upper India Railway Company, to submit with every deference to the consideration of your Lordship in Council the following circumstances:—

1st. That the line from Allahabad to Delhi was originally projected and brought before the authorities and the public by the Great North of India Railway Company, and that a memorial to this effect, founded on acknowledged facts and authentic documents, is now in course of preparation by Mr. Harry Borradaile, late chairman of that company, for transmission to your Lordship in Council.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

2d. That the Upper India Railway Company has received the support of the public in this country, and the active and cordial co-operation of many persons of influence connected with India.

3d. That the three millions of capital set apart for this country has been taken up by a highly respectable proprietary, who would have readily subscribed for a still larger amount, and that measures will be taken to have that portion of the capital reserved for India appropriated with as little delay as possible.

4th. That on the 25th of November last, the following proposal was made, to the Honourable East India Company, in a letter addressed to Mr. Secretary Melvill by the managing director, on behalf of the Upper India Railway Company, viz.:—"To undertake the construction of its proposed railway on terms more moderate than those hitherto granted to any of the other three companies to which the Honourable Court have extended their sanction and support; and I am now further instructed to state, that this company is prepared to raise capital to construct, to the satisfaction of the Honourable Court, the section from Allahabad to Cawnpore, or at the option of the Honourable Court, to carry the line on to Agra and Delhi, commencing operations simultaneously, on as many points of the route as the Court may judge expedient; the railway company being bound to complete the line or section agreed upon by a specified time, and for a specified sum."

I beg to call your Lordship's attention to the enclosed list of directors and officers of the company.

I have, &c.,

(Signed) J. M. CAMPBELL,

Chairman.

London, 8th January 1853.

The MEMORIAL of HARRY BORRADAILE, late a Member of the Bombay Civil Service, to The Most Noble the Marquis of Dalhousie, K.T., Governor General of India, in Council;

Enclosure.

Respectfully sheweth,

THAT your Memorialist, whilst a member of the said service, was deputed on special duty to Bengal once as member of the Customs and Post Office Committee for all India, and again as member of the Indian Law Commission; and whilst so employed, resided in Calcutta for a period of eight years and a half, and during that time had a favourable opportunity of making himself acquainted with the wants and resources of the upper and lower provinces of Bengal.

That after your memorialist returned to England, the attention of the English public began to be turned towards the improvement of communication in India by the formation of railways in that country; and a company was formed for the construction of a railway from Calcutta to Mirzapore, called the East Indian Railway Company.

That about three months after that company had issued its prospectus, another company was established for the construction of a railway from Allahabad (where the river steam navigation ceases) to Delhi, under the title of the Great North of India Railway Company; and of this company your memorialist became a director, and subsequently chairman of the Board of Directors.

That some time after the prospectus of the Great North of India Railway Company was issued, the East Indian Railway Company issued a new prospectus, taking up the line advocated by the Great North of India Railway Company, and asking their proprietary to raise the capital from four millions to ten millions; thus clearly showing that the line from Allahabad to Delhi, originally selected and brought before the public by the Great North of India Railway Company, had never been contemplated as part of the scheme of the East Indian Railway Company.

Indian Railways. That prior to any steps being taken by the projectors of the Great North of India Railway Company, they ascertained that no pledge whatever had been given or promise held out by the Honourable the East India Company to any Governor General to E. I. Company.

Enclosure. railway, which fact was afterwards confirmed by official communications to your memorialist and his co-directors.

That the Great North of India Railway Company was repeatedly recognised by the Honourable the Court of Directors of the East India Company and the Government of India, and its managing committee was invited by the latter authority on the 6th April, 1846, to forward to the Home Department the draft of the provisions for a law for its incorporation.

That ultimately, from several causes unnecessary to detail, but which were then principally produced by the unfavourable state of the money market in England, the Great North of India Railway was not further proceeded with, under the belief that more favourable circumstances might thereafter arise; and it was accordingly allowed to remain in abeyance.

That it was thus left apparently open to the East India Railway Company, to obtain powers to construct the line of railway so projected by the Great North of India Railway Company; but the directors thereof found themselves unable to raise the requisite capital, or to conclude a contract with the East Indian Company for the construction of the said line.

That such failure of the East Indian Railway Company to effect anything for the good of Upper India, led again to the formation of a company for constructing a railway from Allahabad to Delhi; and therefore, under a new name, the Great North of India Railway Company was resuscitated, and the Board of Directors thereof has been joined by several of the directors of that company; and a large number of the shareholders therein have become shareholders in such resuscitated company, and its affairs are conducted under the legal advice of the solicitors of the Great North of India Railway Company, who have already had the honour of communicating with your Lordship in Council on behalf of your memorialist and the company he now represents.

That the Great North of India Railway Company was a fully registered company, with a capital of four million pounds; and the present company having raised its capital to the same amount, steps have been taken to introduce a bill to Parliament; and application has been made to the East India Company for a grant of a concession to enable the carrying out of its objects.

That the Upper India Railway Company having had the whole of that portion of its capital set apart for England readily subscribed for by highly influential parties, is in a position to carry out the original plans of the Great North of India Railway Company, if a grant be given to it on such terms as the Government of India may recommend the home authorities to accord.

Your memorialist, and many others of the original shareholders of the Great North of India Railway Company, having merged their interests in the Upper India Railway Company, have resolved to come before your Lordship in Council, and to solicit your Lordship's favourable consideration on account of their priority of claim for permission to form a line of railway from Allahabad to Delhi.

And your memorialist will ever pray, &c.

(Signed)

H. BORRADAILE,

Late Bengal, C.S.,

Late Chairman of the Great North of India Railway Company.

Upper India Railway Company,
Moorgate Street, London,
24th January 1853.

Enclosure

No 9.

From J. P. GRANT, Esq., Secretary to the Government of India, to
Capt. T. E. ROGERS, Superintendent of Marine.

SIR,

12th April 1853.

I AM directed by the Governor General in Council to transmit to you the accompanying copy of a despatch from the Honourable the Court of Directors in the Financial (Railway) Department, dated 16th February last (No 3);

and to request you will at your earliest convenience favour the Government with your opinion generally on the project therein disclosed.

I have, &c.

(Signed) J. P. GRANT,

Secretary to the Government of India.

Council Chamber,
12th April 1853.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

No. 1861.

From Capt. T. E. ROGERS, Superintendent of Marine, to J. P. GRANT, Esq.,
Secretary to the Government of India (Home Department).

Enclosure.

Sir,

23d April 1853.

1. I HAVE the honour to acknowledge the receipt of your letter (No. 9) of 12th instant, forwarding copy of a despatch from the Honourable the Court of Directors in the Financial (Railway) Department, dated 18th February last (No. 3), and requesting my opinion on the project therein disclosed.

2. The Honourable Court, in the first paragraph of the despatch, adverting to the dangers that attend the navigation of the Hooghly between Calcutta and the river's mouth, suggest that these would in a great measure, if not altogether, be avoided by connecting Diamond Harbour with Calcutta by a railway communication, and that such a work would in other respects be productive of much public benefit, and would materially promote the shipping and mercantile interests connected with this presidency. It also appears to the Honourable Court that the establishment of docks at Diamond Harbour in connection with the railway would be highly advantageous to the public.

3. With reference to the above, I beg to refer to the accompanying statement of total losses that have taken place between the outer floating light and Calcutta, during the last twenty years, of vessels entering and leaving the river, particularizing the place where each loss occurred. From this statement it will be seen that the very great majority of losses (forty-two out of fifty-one) have taken place below Diamond Harbour. I must also remark that all the losses that have taken place above Diamond Harbour, as well as below, with one exception, have been in cases when the vessels have been proceeding without steam, or having driven from their anchors when not in tow. There is but one instance on record of a ship grounding in tow of a steamer having been lost, that of the brig "Queen" below Diamond Harbour, and although seven ships have been lost on the James and Mary's and Futtah Sand (the only dangerous places above Diamond Harbour) within the last twenty years, the majority of those have been inferior ships. In fact I believe that there is no instance of a really strong ship having been lost above Diamond Harbour. The Honourable Company's steamer "Feroze" lay on the James and Mary's Sand for seven days, and was by the strength of the current driven through it into deep water, yet the hull of the vessel sustained no injury. The reason of the comparative safety of vessels that get on shore above Diamond Harbour is, that the river being much more confined, there is no room for a swell to get up, to cause the vessel to strain and make water.

4. The amount of registered tonnage arriving at and leaving Calcutta may be now taken at 400,000 tons each year, and it may be estimated that the ships land and take away 1,000,000 tons of cargo. A ship of 400 tons would therefore bring and take away 1,000 tons, which, if she is to remain at Diamond Harbour, must travel over to the rail. 1,000 rupees will, on the average, fully cover the expense of such a vessel for steam from Diamond Harbour to Calcutta and back. If, therefore, the rail can compete with the river in point of cheapness, goods must be conveyed to and from Calcutta, at a cost not exceeding one rupee per ton. But if ships are to remain at Diamond Harbour, and land their goods there, either docks or warehouses must be built, which would involve a further expense, as ships must either pay warehouse or dock line; the uncertainty of the river would interfere with the lading of the trains direct from the ships in the river.

5. It must also be remembered that the generality of commanders of smaller classes vessels live on board, but must be daily in communication with their

Indian Railways. agents, whose offices are in Calcutta. As there must be on an average 1850 tons of cargo down, and 1450 tons up every day in the year, exclusive of Sundays, even with a double rail, trains other than cargo trains could not run many times during the day; and thus commanders would lose the benefit of frequent communication with their agents and their ships which they now enjoy.

Governor General
to E. I. Company.

Enclosure.

6. Diamond Harbour has hitherto been considered no less healthy than Calcutta, and looking to all the drawbacks to remaining so far down the river, I believe that very few ships would stop there except it were made compulsory. In fact, I think it may be doubtful if anything would be added to the safety of vessels by their remaining at Diamond Harbour. If docks were constructed there, the risk would not be great, although it would occasionally happen that ships would arrive at a time of day that they could not enter the docks, and thus be obliged to remain out for the night; and a southerly gale which would not affect vessels at anchor at or near Calcutta, would wreck many riding at Diamond Harbour.

7. The idea has been started of a railroad from Calcutta to the Chilka Lake, below Powree; and if the entrance to the lake could be deepened to twenty-four feet, which it is possible might be done by steam dredges, Calcutta might then have the benefit of the class of steamers of 6,000 tons, which it is said some parties are prepared to build. Chilka Lake itself is large enough to hold half the shipping in the world.

8. As long as the Hooghly is open as at present, I do not think that the class of ships which now frequent the port would, after reaching Kedgerree, remain down the river, if they have the option of coming up. If, however, the Chilka Lake could be converted into a port, connected with Calcutta by means of a railroad, ships of all classes would resort to it. Those approaching the head of the bay in the N.E. monsoon would resort to it, because they would end their voyage a fortnight sooner than if they came on to Calcutta. In the S.W. monsoon vessels would resort to the Chilka Lake harbour, because they would on leaving that port be in a position to make a comparatively fair wind to any port to which they might be bound, and be at least one fortnight in advance of a ship leaving Calcutta at the same time.

I have, &c.

(Signed) T. E. ROGERS,
Superintendent of Marine.

Fort William,
Marine Superintendent's Office,
23rd April 1854.

STATEMENT of VESSELS lost between the OUTER FLOATING LIGHT and CALCUTTA
during the last Twenty Years.

Indian Railways.

Governor General
to E. I. Company.

Names of Vessels.	Commanders.	Tonnage.	When lost.	Where lost.	Pilot.	Enclosure.
Ship Lord Amherst -	J. Hicks -	507	1833	Coucolly -	T. McDermond.	
" Brunswick -	J. Palmer -	389	"	New Anchorage -	J. Shurling.	
" Duke of York -	R. Locke -	1327	"	{ Hidgelee, blown on } shore in a hurricane	No Pilot	
" Lord of the Isles -	G. Higon -	352	1834	Jellingham Sand -	E. Barthol.	
" Asia, F. -	E. Heslton -	418	1835	Diamond Sand -	No Pilot.	
" Futtib Main -	Nacoda -	"	"	Old Mud Point Channel	W. Birch	
" Windsor -	W. Taylor -	1418	1836	Gasper Channel -	J. Shurling	
" Asia -	D. Fuge -	418	"	Saugor Point -	T. McDermond.	
Brig Highland Chief -	J. Canning -	181	1837	Long Sand -	J. G. Davidson	
Ship Raj Rance -	J. W. Harding -	340	1838	Eastern Reef -	J. Ghan.	
Barque Sir Herbert Taylor -	W. Poole -	392	"	Off Silver Tree Pagoda	J. M. Hamilton	
Ship Protector -	T. Buttonshaw -	512	"	Eastern Reef Head -	No Pilot.	
Barque Equitable -	R. Howlett -	320	1839	*Futtah Reach -	R. Arrowsmith.	
Ship Francis Warden -	Nacoda -	401	1840	Auckland Channel -	C. Jackson	
" Lady Stormont -	J. E. Liddle -	358	1841	Mud Point Ridge -	G. F. Clarke.	
Barque Water Lily -	L. H. Pearce -	150	"	S.E. Point of Saugor -	W. Laing	
" William Banes -	J. Nowie -	272	"	Hospital Point -	W. Laing	
Brig Symmetry -	J. Lovell -	250	1842	{ S.W. Point of Auck- } Land Island	J. Hayden	
Barque Globe -	R. Stewart -	438	"	Auckland Channel -	J. B. Filby.	
" Strathfieldsaye -	J. G. Warren -	176	"	Jellingham Sand -	R. F. Barlow.	
" Ricardo -	J. L. Goble -	373	"	James and Marys -	G. Moxon	
Brig Floraville -	W. Branthwaite -	203	1843	*James and Mary's -	W. Bails.	
Barque Adele -	C. Rocollott -	356	"	Diamond Sand -	C. Anderson.	
" Victor and Felice -	"	"	1843 or 1844	Kedgerce Point -	J. Hammond.	
" Amoy -	"	"	1844	Reef Head -	No Pilot.	
Schooner Columbine -	J. Townsend -	146	"	Saugor Sand -	W. W. Lawes	
Ship Canaan -	H. Banett -	388	"	Mizen Land -	W. Laing.	
Barque Brilliant -	H. King -	358	"	Saugor Sand -	C. A. Anderson	
Ship Maccombie -	C. Dalatouchie -	490	1845	Thornhill's Channel -	J. Cleghorn.	
" Anagon -	G. Coffin -	740	1846	Eastern Reef -	No Pilot	
" Soudary -	Nacoda -	414	"	Saugor Sand -	G. B. Smart	
Barque Carnatic -	Ditto -	555	"	Middleton Point -	W. J. Ethoridge.	
" Dorothea -	J. Harrison -	305	1847	{ Lower part of Mud } Point Channel	F. L. Bond	
Ship Stilkint -	A. Gardner -	500	"	Saugor Point -	W. H. Harrison	
Brig Queen -	N. Pike -	189	"	Auckland Bridge -	G. B. McKau	
Ship Mustapha -	Nacoda -	400	"	*Western Gut -	D. Sandeman	
" Mussor -	Chaplin -	522	1848	Reef Buoy -	G. Spence.	
Schooner Highdrier -	T. Ansted -	78	"	{ Lower part of Cow- } colly Road	G. F. Atkinson	
Barque Helan -	J. P. Bale -	685	"	Near Culpee -	J. Cleghorn	
Ship Cubras -	Nacoda -	290	1849	Saugor Sand -	C. F. Harrison.	
Barque Fadge -	J. Mansfield -	340	"	{ Saygrall Sand Babro } Ghost	G. F. Medley	
" Hanwodge -	Nacoda -	259	1850	Saugor Reach -	G. Nod's	
" Ariadne -	T. Goodier -	591	"	Saugor Sand -	W. H. Harrison	
Ship Phenomena -	A. A. Jan end -	504	1851	Jellingham Sand	W. H. Gell	
" Gaspar -	"	"	"	*Hiland -	R. Arroworth	
" John Leach -	"	"	1852	Reef Head	No Pilot	
" Belle Ish -	"	"	1848	Ditto	Ditto	
Schooner Brilliant -	"	"	"	Coucolly -	Ditto.	
Barque Hamed Shaw -	T. Holford -	150	1853	*Futtah Sand -	E. H. J. Boll.	
" Nizam -	T. Jarman -	412	1852	*Lihgun Sand -	G. Collins	
" Parsee Merchant -	N. Mayor -	656	"	Eastern Reef -	No Pilot.	

The places marked thus (*) are above Diamond Harbour

Fort William, Marine Superintendent's Office.
23d April 1853.Signed, B. Howr,
Secretary

Indian Railways.

No. 1000.

Governor General
E. I. Company.
—
Enclosure.

From R. M. STEPHENSON, Esq., Managing Director and Agent of the East Indian Railway Company, to Major W. E. BAKER, Consulting Engineer to the Government of India, in the Railway Department.

SIR,

Calcutta, 10th March 1853.

I FEEL assured that you will concur in a suggestion which deserves the consideration of the Government, at a period when new and important cities, towns, and villages, are about to be brought into existence upon the line of the railway—that before any buildings are erected, or any steps taken in that direction at the several railway stations, plans of the surrounding country shall be sent in, a valuation made of them, and a series of regulations framed for the observance of all who sell, let, or purchase any of the land which may hereafter constitute a portion of the town; with a view to its being built upon sound sanatory principles of drainage, water supply, and lighting.

The importance of early provision under this head, is much greater than is generally recognized; and I confidently believe that if a little attention is bestowed upon it at the outset, the results will, in a very few years, become apparent and universally acknowledged.

It would be premature to enter more fully at present into the subject, than to express the hope that you will deem it to be one of sufficient consequence, to recommend the Government to provide against the consequences of disregarding it.

I am, &c.,

(Signed) R. M. STEPHENSON,

Managing Director and Agent of the East Indian Railway Company.

Submitted for the Orders of Government.

(Signed) W. E. BAKER, Major,

Consulting Engineer to the Government of India, in the Railway Department.

11th March 1853.

No. 1025.

Enclosure.

From R. M. STEPHENSON, Esq., Managing Director and Agent of the East Indian Railway Company, to Major W. C. BAKER, Consulting Engineer to the Government of India.

SIR,

Calcutta, 23d March 1853.

I BEG permission to state for your information, in considering the estimates recently submitted through you to the Government, that the railway company have uniformly preferred the less popular and usual practice of adopting a high scale of charges, in estimating the probable cost of constructing their works, with a view to prevent possible disappointments afterwards, and as a more equitable course towards their proprietary, than by assuming lower rates, which from the numerous contingencies constantly arising they might be unable to obtain.

In the detailed estimates before the Government for the works below Allahabad, the mileage cost averages about Rs. 96,000, including all charges, and rolling stock for 682 $\frac{3}{4}$ miles. The railway company contemplate works of the strongest, simplest, and most substantial character, and would scarcely be justified in putting forward a lower calculation, under the existing circumstances of the high price of iron and freight; but as the utmost economy, consistent with strength and durability, is the special object to which attention is and should be directed, the Government may depend upon every possible exertion being made to keep down the actual cost.

The Government views are and will be so scrupulously observed in all respects by the railway company, that if it was desired to limit the cost to Rs. 50,000 per mile (as even a less sum above Allahabad) it can be effected,

but it would necessarily involve a diminution in the strength of the structure, which on a trunk line with a known large traffic, would imply a questionable policy.

The company desire only to carry out the wishes and intentions of the Government, whatever they may be, and in advising any especial cause of action or expenditure, they do so only as a duty they owe, to freely express their views with the grounds on which they are based, and to act upon whatever decision the Government may come to upon the data submitted.

The preferable mode of duration is also a question upon which the company are at all times ready to pursue any course which can be indicated as holding out any prospect of advantage and economy. The contract system as hitherto applied to India is by many regarded as a failure; but it is not generally known, that so far back as 1847 the railway company invited and held out every inducement to the principal English contractors to embark in these works, but the objections outweighed the inducements. The company advised the adoption of the contract system for the first contracts because the practice has been found most advantageous in Europe and America, and is regarded as the most perfect realization of the principle of the division of labour. The company anticipated increased competition in all future contracts, from new contractors who might be brought out, and from parties who had been engaged under the first contractors, and still hope to realize these expectations. If, however, the Government consider that the works can be carried out, in part or wholly, by the company themselves, or by any other means more advantageously, the railway company will spare no exertions to give full effect to any suggestions having this object in view.

In the cost of the iron, a saving of above Rs. 10,000 per mile may be effected, by arrangements with the new Indian Iron Company, for the early construction of the necessary blast furnaces, forges, mills, and machinery to supply the whole of the wrought and cast iron required during the ensuing seven years at agreed prices, hereby securing a certain supply at a most reduced cost, and affording direct encouragement to an important branch of Indian trade.

I have, &c.
(Signed) R. M. STEPHENSON,
Managing Director and Agent.

REMARKS by the Consulting Engineer.

IN my remarks dated 21st instant, I expressed an opinion that the estimates for a railway from Rajmahal to Allahabad are considerably too high; not with any idea that the strength of constructions could be safely diminished, or its quality lowered, but because I believed, after careful examination of the estimates, that a railway on the scale adopted for the present section of the East Indian Railway could be and would be executed on the line referred to, at a lower rate.

The rate of 5,000*l.* per mile assumed by Major Kennedy as generally applicable to India, is not, I think, sufficient for the Ganges Valley line, which though favourable in many respects will cross an extraordinary extent of hill drainage and inundated land.

(Signed) W. C. BAKER, Major,
Consulting Engineer.

24th March 1853.

No. 106.

Enclosure.

From the CHIEF SECRETARY to the Government of Fort St. George to the SECRETARY to the Government of India.

SIR,

23rd October 1852.

1. WITH reference to a despatch from the Honourable Court of Directors in the Financial Department dated 18th August 1852, (No. 13,) I am desired to state for the information of the Most Noble the Governor General in Council

Indian Railways. that Major Pears has been directed to report immediately the result of the survey of the Ghauts, and of the country between them and Menil, with the view of ascertaining the most favourable line of ascent from the plain to the Bala Ghaut, and that when this further report is submitted, application will be made to the Government of India to determine the precise route which the railway at this presidency is to take.

Governor General
to E. I. Company.

Enclosure.

2. It is observed that by Section 20, Act 20, of 1852 the provisions of Act 42 of 1850 for giving additional facilities for public works in Bengal have been declared applicable to this Presidency, so that no further legislative enactment appears necessary to enable this Government to obtain land for the proposed railway, if as is presumed the Act has effect within the limits of Her Majesty's Supreme Court.

Fort St. George,
23rd October 1852.

I have, &c.,
(Signed) H. C. MONTGOMERY,
Chief Secretary.

(No. 928.)

Enclosure. From A. R. YOUNG, Esq., Under Secretary to the Government of India, to Sir. H. C. MONTGOMERY, Bart., Chief Secretary to the Government of Fort St. George.

SIR,

12th November 1852.

I AM directed to acknowledge the receipt of your letter No. 106, dated the 23rd ultimo, and to state that the Most Noble the Governor General in Council awaits the promised communication from the Government of Madras regarding the route to be followed in the construction of a line of railway in that Presidency.

Fort William,
12th November 1852.

I have, &c.,
(Signed) A. R. YOUNG,
Under Secretary to the Government of India.

No. 66.

Enclosure. From Sir H. C. MONTGOMERY, Bart., Chief Secretary to the Government, Fort St. George, to the SECRETARY to the Government of India.

SIR,

9th November 1852.

WITH reference to my letter, No. 106, of the 23rd ultimo, I am directed by the Right Hon. the Governor in Council to forward, for submission to the Government of India, the accompanying printed copy of a report from Major Pears, the railway commissioner, communicating the result of his examination of the Ghauts in the neighbourhood of Vaniembady.

2. It will be seen that the lines proposed by Major Pears to be first constructed extend to nearly 260 miles in length, and consist of five parts, viz.

1st. A trunk line to Menil	-	-	48 miles.
2nd. A branch to Vellore and Vaniembady	-	-	70 "
3rd. The trunk line continued to the foot of the Ghauts	-	-	53 "
4th. The Ghaut near Palmanair	-	-	4 "
5th. From top of the Ghauts to Bangalore	-	-	84 "
			<hr/> 259 miles.

3. The Governor in Council is of opinion, as formerly stated, that the chief *trunk* railway should run direct west from Madras to Menil, where it will divide into two original branches; one leading up the Ghaut, near Palmanair, and the other to Vaniembady. Of these original branches, he considers that by Palmanair, and thence to Bangalore and Bellary, to be the most important in

all points of view, though it may not at the very outset prove so profitable. He would, however, also strongly urge the formation at an early date of the second line by Vellore to Vaniembady, connecting the southern and western provinces with this presidency.

Indian Railways.
Governor General
to E. I. Company.
Enclosure.

I have, &c.
(Signed) H. C. MONTGOMERY,
Chief Secretary.

Fort St.-George, 9th November 1852.

From Major T. T. PEARS, C.B., Engineers, to the CHIEF SECRETARY to Government, Fort St. George. Enclosure.

SIR,

1. In my report, dated the 6th of July last, I stated my intention of proceeding to Kongoondy, and examining the Ghauts in the neighbourhood of Vaniembady. I have now the honour of reporting the result of that examination. Par. 30.

2. Having previously looked at the Ghauts between Tombah Droog (north of Palmanair) and Naikenary, and satisfied myself of the best locality for a pass within those limits, I have on this occasion made a general examination of that portion which lies between Naikenary and Sholegherry, and closely and carefully examined such portions as I judged—either from my own knowledge of the country or from indications furnished by the maps—likely to offer facilities for the construction of a railway. Report 6th July, par. 20.

3. Having completed this work, I passed on to Bangalore, and looked at a line which appeared to promise favourably from thence to Palmanair. On the sheet of the Indian atlas, submitted herewith, the present high roads are marked by a *red*, the proposed lines of rail by a strong *blue* line.

4. The character of the Ghauts immediately south of Naikenary and Lallpet is very unfavourable to the passage of a railway. The height to be surmounted at this particular spot I take to be (with reference to other parts of the range) about a maximum. The table land above is relatively high; the plain at the foot, bordering on the vale of the Palaur, is relatively low, and the total difference of elevation between the top and bottom is from 900 to 1,000 feet. The Ghauts, as might be expected, display in this neighbourhood features on a large scale, and more formidable difficulties present themselves to a railway projector. It appears practicable, though not without very serious expense, to run a line (marked by a blue dotted line) up from the neighbourhood of Lallpet by a valley (more open than the rest), at the head of which stands the village of Nunyalum; but, though practicable, I see nothing else to recommend it, in the present case.

5. From hence, proceeding southward, passing Ambour and Vaniembady, the Ghauts everywhere present an abrupt front; near the latter place, indeed, as seen from below, they assume almost the appearance of a natural retaining wall, the face of which has been deeply furrowed by the fall of water from above. The village passes in this neighbourhood are exceedingly steep and strong; in all cases very difficult; in some, impracticable for pack cattle, dangerous even for a led horse.

6. In this portion of the Ghaut, the Palaur comes down on to the plain below. Its course, not only where it passes down the Ghauts, but for several miles above (before it reaches their crest), is marked by steep and rocky hills, covered with thick jungle, giving no opening or encouragement whatever for a line of railway.

7. South of Vaniembady, the Ghauts take a sweep round in a direction somewhat north of west, which they continue for about twenty-five or thirty miles. At or near this bend I find two places, in either of which it seems perfectly practicable to carry on a line of railway. These have been marked in the accompanying map by a red and a yellow dotted line respectively.

8. Following on the line of the Ghauts, I discover no favourable opening till beyond Kishnagherry, where, at or near a village now deserted, but marked "Keridody" on the maps, there appear to be considerable facilities upon two or three lines for carrying a railway up from the plain about Kishnagherry to

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

the Mysore country. The general direction of these lines is indicated on the accompanying map by lines dotted black.

9. Between this point and Sholagherry the country becomes again very unfavourable, and the rugged belt of Ghaut, which is in some places limited to three or four miles, here becomes much broader, the country being broken and hilly for a breadth varying from seven to ten miles. The pass near Sholagherry, by which the present high road ascends the Ghauts, is unfavourable for a railway.

10. It thus appears that, between Naikenary and Sholagherry, there are several points at which a railway might be carried up without serious difficulty. In only one of these, however, should I anticipate so good or so cheap a line as that which I have selected near Palmanair; while the whole of them are so far from the course of any of the proposed trunk lines, as to place them out of the question for our present purpose. The day may come when some one of these may be taken advantage of for a branch line, but they would lead us too far out of our way now.

11. It will be observed on a reference to my report of the 5th March 1851, (par. 9) and the sketch which accompanied it, that in the completion of the principal trunk lines required in this presidency, two passes up these Ghauts, and only two, would be required—one upon the line from Madras, towards the west and north-west (Bangalore and Bellary); the other upon a line passing up the middle of the peninsula, connecting its southern and central districts with Hyderabad, Nagpore, and the north west. For the first of these, the pass near Palmanair is in the best situation; for the other, it is probable that a way down the Ghauts may be discovered hereafter, near Rutnagherry or Royacottah. Those near Vaniembady, which I have now described, are, it will be seen, far removed from either of these lines.

12. I have mentioned that only one of these passes would be likely to prove as good and cheap as that proposed near Palmanair. This one which is marked on the map by a line dotted yellow, deserves more particular notice, were it only as offering a remarkably favourable line for a common road.

13. Although not shown on any of the maps that I have seen, there is, at the present time, and has been for many years, a cart road on this line, by which the produce of the Kongoondy zemindaree is brought down to Vaniembady. There is a tolerable road over an easy country from Coppum (six miles west of Kongoondy), to the top of the Ghaut, near the village of Sadainoor—from thence the descent is effected by a road running parallel to, and occasionally in, the bed of a stream of no great magnitude which passes down into the low country, with an apparent uniform fall, the character of which is indicated by the fine sand which forms its bed throughout. In fact there is a cleft in the Ghaut at this point, through which the stream passes this natural opening, so small as to be not distinguishable a short distance off, resembling otherwise the remarkable gap in the western Ghauts at Palghaut. The road, which as far as I can see, is wholly a natural pass, presents from bottom to top one continued and uniformly easy slope, without, in any single case, the appearance of steepness or difficulty, and is at the present moment an easier pass for a loaded bandy than any that I have seen, either on these or the western Ghauts. Had this been known before the adoption of the Sholagherry line, I cannot doubt but that the high road to Bangalore would have been carried by this route, the country being perfectly favourable the whole way, and the distance certainly not greater than by the present road.

14. It only remains for me to report that my examination of the country between Bangalore and Palmanair has been very satisfactory; the line which seems to me the most eligible for a continuation of that from Madras to Palmanair, is shown in the accompanying sheet of the atlas,—it crosses in its course three distinct valleys, that of the Goriattum river near Palmanair, that of the Palaur between Moolwagle and Colar, and that of the Pennumkeney, between the latter place and Bangalore. These valleys with their intervening ridges constitute the principal features on the line, but the whole country is made up of minor undulations involving in the construction of a railroad a considerable amount of earthwork.

15. A general view of the Mysore country would produce an impression of difficulty in the way of railway work, in consequence of the frequent appearance of surface rocks, but the character of the country varies much, and while in

some places the undulations appear to consist of nothing but solid rock, in others clay or loam is found to overlie the rock to a very great depth, and the line which I have now looked at appears very favourable in this respect. I should expect an average depth of earthwork of eight or ten feet to give gradients nowhere exceeding 25 feet in the mile. Bangalore is about 900 feet above Palmanair, the distance on the proposed line 80 miles, the average rise therefore 11 feet in the mile, but the greater part of the rise is effected upon the first 30 miles from Palmanair.

16. It may be well to refer again briefly to the question of the proper direction for the first line of railway. In doing so it may save trouble if I recapitulate some statements and opinions that have been already given by myself and other officers.

17. With a former report I submitted a sketch showing the general direction of the lines which would probably be considered of the first importance within the limit of this presidency, and presuming that the scheme there proposed is approved, it would now appear merely a question of time which line shall be constructed first.

18. The two most important of those lines, that from Bellary, and that from Vaniembady and Salen, are shown to form a junction within fifty or sixty miles of Madras, and thence to follow one trunk line.

19. There can be, I presume, no doubt as to this trunk line.

20. The question then arises whether from that point the line shall be carried on by Palmanair to Bangalore and Bellary—whether we should first construct that to Vaniembady—or whether we should do both as soon as possible.

21. The Honourable Court of Directors in their despatch to the Supreme Government (in the Financial Department, No. 17 of 1851,) dated 12th of March, desired that it should be explained that the survey of this line should have reference not to an experimental portion only, but to the ulterior destination of such a mode of conveyance; as forming part of a general system, the object of which would be to facilitate communication for political as well as commercial purposes, and to effect more ready intercourse with other presidencies.

22. In a former report I gave my opinion that the most important line as far as the interests of the country or Government are concerned, was that from Madras to or towards Bellary, having in view ultimate connexion with the Bombay Railways; but I added that as an experimental line it did not hold out such good promise of immediate results as one of less ultimate importance, viz., that to Vaniembady.

23. Mr. Bourdillon, in his report to Government, gives it as his opinion that we should begin with one complete line to the centre of the peninsula, as for instance Bellary or Bangalore, and subsequently if this complete line is not to be undertaken, proposes a line to Mooglee (in the direction above recommended), and a branch to Vellore or Vaniembady.

24. Major Cotton writes strongly in favour of the direction of Bellary.

25. At the time these several reports were made, the mode as well as the particular plan by which the Ghauts might be surmounted were altogether undetermined. Having now ascertained that a pass perfectly practicable for locomotive engines may be made near Palmanair, and that the approach through North Arcot to that pass can be made at much less cost than would have been anticipated from the known character of that district, additional weight is given to the arguments in favour of the Bangalore and Bellary line.

26. As, however I observed before, it is a mere question of which shall be done first, and it is perhaps of no great importance which is first taken in hand, since there can be no doubt of a rapid extension of the railway system when a beginning has once been made.

27. The capital raised by the Madras Railway Company amounts to 500,000*l.*, and I believe that sum laid down towards Vaniembady would meet with an earlier and better return than the same taken in the direction of Palmanair and Bangalore or Bellary; not only because that road is better fed by the highways of the country as they at present exist, but because lying over a very favourable country its construction would be cheaper. In other words the same amount of capital would make a larger railway.

28. On the other hand I am satisfied that the line to Bangalore and Bellary would be of far greater ultimate value to the country, as it is of much higher

Indian Railways.

Governor General
to E. L. Company.

Enclosure.

5th March, 1851,
par. 9.

5th March, 1851,
par. 57.

4th July, 1851,
par. 3.

Par. 15.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

* Par. 14 "Suppose
three-fourths of
that quantity to
come from Banga-
lore and Mysore.

importance to the Government; and seeing that the Government has undertaken to secure to the company a liberal interest on their capital, there can be no doubt as to its right to determine the direction of the line, and in so doing, to consult its own interests and those of the people of the country.

29. The reasons then in favour of the Vaniembady line, are the cheapness of the construction, and the traffic now existing upon it.

30. The extent and fertility of the two districts of Mysore and Bellary, their distance from the coast, the importance of the military stations, the peculiar nature of the chief agricultural product of Bellary and the neighbouring district of Cuddapah, viz., cotton—the circumstance that such a line would tend directly to a connexion with the western presidency: all plead strongly in favour of the Palmanair line.

31. The traffic from the Mysore country towards Madras at present is not great, and is, I apprehend, over-estimated by many, as it has been by Mr. Bourdillon, in his letter to Government* of the 4th July, 1851; but possessing a fine climate—enjoying periodical rains, which rarely (if ever) fail—extensively irrigated by an immense number of tanks—there is sufficient evidence of this traffic being susceptible of large increase in sugar, sooparee, coffee, cotton, silk, wool, &c.; while the peculiar character of its climate is further shown in the extensive cultivation of potatoes among the natives, and that of other foreign fruits and vegetables among European residents, the export of which to the coast and the districts below the Ghauts appears only limited by the present imperfect means of transport.

32. Having thus determined the best pass up the Ghauts, and considered the relative claims and merits of the two principal lines proposed, I conclude that the best mode in which the railway company could commence operations would be by undertaking the line to Palmanair and Bangalore, with a branch to Vellore and Vaniembady, and that the branch should take off from Menil.

33. Upon this latter point, it is necessary that I should offer a few words of explanation. In an extract from Minutes of Consultation in the Public Department, (No. 35, dated 12th January, 1852, paragraph 7,) I was instructed to "study to carry the trunk road as far forward as it can conveniently serve in common for a line in that direction, as well for one by Vellore to Vaniembady." In carrying out these instructions I expected to run it nearly to the Poiney River, i.e., about sixty-five miles from Madras.

34. I find, however, that after Menil (forty-eight miles from Madras) that line rapidly steepens, and within a few miles assumes quite a different character in regard to gradients. If, therefore, the trunk line were carried beyond Menil, and near the river, the communication between Madras and Vellore would be broken at that one place by some stiff gradients, which would rule the whole line, and prove very prejudicial; whereas if the branch were made from Menil, the whole line from Madras, even to Vaniembady, would be homogeneous, characterized by gradients not exceeding 16 or 18 feet in the mile.

35. This is an important consideration, as affecting most materially the economical working of the line.

36. It may be said, however, that by thus striking off at the forty-eighth instead of the sixtieth mile, we render necessary the construction of twelve more miles of rail. Were this the case, the country being remarkably favourable, I should consider it money well spent in preserving the cheap workable character of the entire line; but, in fact, it is likely to prove otherwise, as I apprehend that before long the trunk line, and that alone, whether it is forty-eight or sixty miles, will have to be laid double, while single lines will, for many years to come, suffice for the others.

The line branching from Menil would sink rather to the south to avoid the Nelacontria cluster of hills, and would so pass at Ammoor, within four miles of Arcot and Wallajahnuggur.

37. It is of great importance to the economical and successful working of a railway, that the character, as well as the extent of the line, or of any particular section of it, should admit of a locomotive engine doing a fair day's work at its full or nearly its full power. To ensure this, it is not only necessary that there should be sufficient length for it to work upon, but that there should be no ruling gradient, such as to compel the engine to run underweighted during the greater portion of the line.

38. For example, if the line which I propose as far as Menil, with gradients

never exceeding 17 feet in a mile, were broken about midway by one of 20 or 25 feet on a length of one mile, it is evident that to meet this the engines must travel throughout the whole of the remaining forty-seven miles under-weighted.

39. I conceive that the lines which I now propose as a commencement would work very economically. They would consist of five parts.

	Miles.
1st. A trunk line to Menil - - -	48
2nd. A branch to Vellore and Vaniembady - - -	70
3rd. The trunk line continued to the foot of the Ghaut - - -	53
4th. The Ghaut near Palmanair - - -	4
5th. From the top of the Ghaut to Bangalore - - -	81
	<hr/> 259

40. In working the first of these (the trunk line to Menil) it would be necessary to provide power to convey the *whole* of the traffic inland from Madras. The gradients not exceeding 17 feet in the mile, engines of moderate power would do this. The second (the branch to Vellore and Vaniembady) would receive only a portion of the above traffic, and the gradients remaining equally favourable, a much lighter engine might be substituted, and would have fair work in running to Vaniembady.

On the third portion (the trunk line continued to the foot of the Ghaut) the average rise is greater, and the gradients are consequently steeper, viz., 25 or 30 feet in the mile; but the same engine which carried a train of 80 or 100 tons (gross) from Madras to Menil, would carry up their steeper gradients that train reduced by the waggons turned off towards Vellore. The engine would thus find a good day's work in running from Madras to the bottom of the Ghaut, being 101 miles.

For the fourth portion (the Ghaut itself), an engine of special construction, of greater power and less speed, must be provided.

The fifth portion, being eighty-four miles from the top of the Ghaut to Bangalore, would require an engine similar to those used below the Ghauts.

41. The lines above proposed for first construction, amount to nearly 260 miles in length. Taking the cost of construction and stocking at an average of Rs.40,000 per mile, would give the total capital required Rs.1,04,00,000, or something more than one million sterling. The interest on this at $4\frac{1}{2}$ per cent., amounts to Rs.4,68,000, which, if we take the working expenses at 50 per cent. on the receipts, would require an annual mileage of 57,600 tons upon the whole extent of way, or traffic of various kinds equivalent to it.

42. I have already shown that the traffic between Madras and Wallajahnuggur may be *even now* taken on a very reasonable estimate at 50,000 tons of goods, besides parcels and passengers; and, when I think of the vast influence the lines now proposed would exercise upon some of the finest districts in Southern India—the impulse they would give to education and commerce—of their importance also in a political point of view, I cannot doubt either of the success of the work as a speculation, or of the great and lasting benefits it is calculated to confer on all classes of people in this part of India.

I have, &c.

(Signed)

T. T. PEARS,

Railway Commissioner.

Madras,
27th October 1852.

P.S. I beg to state, that the survey of the line to Palmanair has been, after many hindrances arising from the sickness of the surveyors and the frequent rains, at length completed, and the drawings are now in course of execution. The levels, which have been much delayed from similar causes, are also near completion, and, I trust, in a few days, to be in possession of all the necessary data for the preparation of the estimate.

(Signed)

T. T. PEARS,

Railway Commissioner.

Indian Railways.

From Major T. T. PEARCE, C. B. Engineers, to the CHIEF SECRETARY to Government, Fort Saint George.

Governor General
to E. I. Company. Sir,

Enclosure.

••Rs.17,69,693 3 0.

1. WITH reference to an extract from Minutes of Consultation, No. 812, in the Public Department, dated the 29th August, 1851, I have now the honour to forward, for submission to the Right Honourable the Governor in Council, a survey and estimate,* of the first forty-eight miles of a proposed trunk line of a railway, running westward from Madras as far as Menil.

2. In my report of the 4th July last, I recommended that should the Government desire, without any special reference to the town of Wallajahnuggur, to lay down the best trunk line westward, the line marked No. 2. (and shown in the map which accompanied that report) should be adopted, and carried out as far as Menil; leaving the question of its prolongation thence forward, whether by Ammoor or Sholinghur, to depend upon the determination of the best pass up the Ghauts.

3. The survey and estimate, now submitted, have been framed for a single line of railway, as far as Menil, 48 miles 5 furlongs from Madras. A further survey, from Menil to the top of the Ghauts, will be submitted as soon as I have ascertained in a satisfactory manner the best point and mode of ascent for a railway.

4. The line if carried to Menil, as now proposed, would start from the canal basin, near the north-west corner of Black Town, pass near the villages of Peramboor, Coratoor, Avady and Thodoor, and cross the present high-road, by Naggery, to Cuddapah, at a point about four miles south-east of Trivalloor. Skirting the northern bank of the Cooum, it then crosses the valley of the Coortilliar; ascending from which it reaches, at Moshoor, the high ground which forms the watershed between the Coortilliar and the Tritany rivers, which elevated ridge continues to offer a most convenient line for a railway, until it reaches the broken and hilly country between Sholinghur and the Poiney river.

5. This line offers no difficulties of any kind. The earthwork is light, the soil generally favourable. The total amount of earthwork in forty-eight miles and five furlongs, is—

* Appendix B.

Embankment*	-	-	793,495 yards
Cutting			362,364
Total			1,155,859 cubic yards,

or, 23,822 cubic yards per mile. This is nearly the same as that found of the line to Wallajahnuggur, reported on by me on the 4th July last; but the country on this line is nevertheless much more favourable; and the earthwork has been brought to nearly the same amount, in consequence of my having adopted much better gradients in this case.

6. By the table of gradients (A.) it will be seen that the steepest is only 1 in 309, and that the character of the country has admitted of my carrying the line from Madras to Menil (rising in the aggregate 360 feet) with only three counterslopes, of which one may be considered to all practical purposes level, and the other two might be got rid of at the expense of a little heavier earthwork.

7. The tanks, through which the line has been carried, are, in almost all cases, shallow enough to admit of the road being lifted above the highest water, without much embankment. In some few instances, I allow for cutting off a portion of the tank, by an addition to the bund.

8. I would observe, here, that the line shown in the accompanying survey has been laid down for the purpose of measurement and estimate, and as showing the probable general course for a railway.

9. It has been attempted, as much as possible, to avoid encroaching on the villages themselves, and the deeper portions of the most important tanks; but in laying down the line hereafter, it will probably be found both practicable and expedient to deviate in some places from that followed in the survey, and to cut through villages occasionally, where the character of the line is likely to be prejudiced by an attempt to pass clear of them; some such probable deviations are shown by dotted lines on the survey. These will only affect the estimate as shortening, and therefore cheapening it on the one hand, while something more might be required in compensation for lands and houses.

Appendix C.

10. The works of masonry are of the commonest and most trifling description, with the one exception of the bridge over the Coortilliar.

11. I recommend here a work of sufficient length to span the entire bed, and afford ample space with the least possible headway. I would propose therefore a bridge of thirty vents, of thirty feet each, with abutments and piers of brick and chunam, and iron or teak girders for the support of the road; which of these materials shall be used is a question of economy, to be determined upon inquiring into the probable cost of each. The construction of such a bridge is a work of the simplest kind, and for a single line of rails, the sum I have allowed, viz., Rs.50,000, will, I doubt not, be found ample. In the statement of bridges and drains, will be found a great number of irrigation channels. I have allowed, I believe, very liberally for these, both as to the number and individual cost.

12. The permanent way has been calculated on my former data, and I have entered in the present estimate the same relative amount, considering the different lengths of the two lines, for building and rolling stock and contingencies. This I have done, in order that a comparison may be readily made between the total cost per mile on the Menil line, and that shown upon the former survey; not as considering Menil a desirable terminus, or with any view of representing the line carried up to that point as a complete work.

13. A comparison between the two estimates shows the following results:—

<i>Amount of Earthwork, per mile.</i>		
Wallajahnuggur Line	- - -	Cubic Yds. 24,342
Menil	- - -	„ 23,822
<i>Cost of Earthwork, per mile.</i>		
Wallajahnuggur Line	- - -	Rs.2,300
Menil	- - -	„ 1,820
<i>Cost of Bridges and Drains, per mile.</i>		
Wallajahnuggur Line	- - -	Rs.1,568
Menil	- - -	„ 1,530
<i>Total Cost, per mile, including Stock.</i>		
Wallajahnuggur Line	- - -	Rs.36,730
Menil	- - -	„ 36,488

14. It will be seen that though the amount of earthwork per mile is nearly the same, the cost differs. This arises from the actual depth of cutting and embankment being less on the Menil than on the other line.

15. The value and extent of land through which the line passes are shown in the following statement:—

Munjah	- - -	24,861 Yards.
Punjab	- - -	12,410 „
Manium	- - -	1,636 „
Tope	- - -	520 „
Garden	- - -	133 $\frac{1}{2}$ „
Waste	- - -	45,922 $\frac{1}{2}$ „

Assuming, as in my former estimate, twenty-five yards as the average breadth of land required, the following would be the superficial extent of land of each kind taken for the work:—

Munjah	- - -	97,066 Cawnies.
Punjab	- - -	48,476 „
Manium	- - -	6,890 „
Tope	- - -	2,038 „
Garden	- - -	0,520 „
Waste	- - -	179,657 „

The estimated full value of the above, at the rates before assumed, would be as follows:—

Nature of Land.	Rate.	Total Value.
Munjah, at per Cawnie,	Rs.175	Rs.16,986
Punjab, ditto	50	2,423
Manium, ditto	175	1,118
Tope, ditto	100	203
Garden ditto	175	90
Waste	-	-

Total value of land, Rs.20,820

or, about Rs.428, per mile.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Appendix D.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

16. I cannot pretend to great accuracy in this calculation, but I have attempted to allow sufficient for the full and absolute value of the land, and its probable cost to the railway, including the Government claim upon it, as well as the purchase of the tenant-right, the latter being a very variable quantity, and very difficult to ascertain satisfactorily.

17. I have not considered it necessary to enter again upon the subject of the traffic, the working expenses and profits. The statements and calculations, submitted with my report of the 5th March 1851, will apply with equal force to any line running from Madras westward, and monopolizing all the traffic between that port and the central districts of the peninsula, Bellary, Cuddapah, Mysore, Salem; and North Arcot.

18. The gradients on the line by Menil, being of a much better character than those on the Wallajahnuggur line, the working expenses would of course be proportionably lighter; so far, therefore, in an estimate of profits, this line would have the advantage.

19. The circumstance alluded to in the sixtieth paragraph of my Report of 5th March 1851, respecting the fall of the line being with the bulk of the traffic, is strikingly illustrated by the section now submitted. There will be seen an almost unbroken and steady fall from west to east, along the whole forty-eight miles. Since, in the total estimated traffic on this line, the amount running towards the east is to the return traffic nearly as 10 to 7, the above constitutes a very favourable feature in the working prospects of the line.

20. The extension of the line from Menil to whatever point may in the first instance be selected as a terminus, whether Vallore, Vaniembady, Gorriattum, or Palmanair, will be effected under circumstances more or less favourable, according to the result of that selection, and to the direction taken for a pass up the Ghauts; but it is to be observed that whatever may be the result of the deliberations on the above points, the extension from Menil will be made under at least as favourable circumstances as it would be on the Wallajahnuggur line.

21. If, for example, the result of my present examination of the Ghauts should lead to the adoption of the line of the Palaur for the trunk line, the run from Menil to Vellore, by Ammoor, would be across a most favourable country. If, on the other hand, it is determined to carry the line through North Arcot to, or near to, Palmanair, the position of Menil is much more favourable for such an extension than Wallajahnuggur would be. In this case, our course would be by Quodekel, near Sholinghur, to some convenient point near the left bank of the Poincey, from whence divergent lines might be carried to Palmanair on the one hand, Vellore and Vaniembady on the other.

22. Under any circumstances, therefore, this line to Menil appears the best for a trunk line.

23. In recommending this project to most favourable consideration on the part of Government, I would briefly remark on the many circumstances that conspire to prompt and encourage an undertaking of this nature in this part of the country, and at this juncture.

24. The character of the country is most favourable; labour is cheap and abundant; there are no costly or difficult works required.

For viaducts simple embankments, for bridges unpretending structures of brick and chunam, as they are the simplest, so they are the cheapest works we could construct for the purpose. We have no navigable rivers, and none that are not dry, or nearly so, during a great part of the year. We are at liberty therefore, to apply works of the cheapest and plainest description in carrying a railroad across them, laying the foundations, and raising the piers, on dry beds.

25. The greater part of the land is of small value—much of it of no value at all, and not likely for many years to be turned to so profitable an account as in carrying a railway.

26. Iron also is, or was very lately, cheaper in England than it has been for many years; I believe I may say than it ever was before. We may reasonably doubt whether it will long remain at so low a figure; at all events, the proportion which, in the Madras Railway, the rails would bear to the whole cost, renders this circumstance one of great importance, and deserving of early consideration.

27. In this part of the country the railway carried at once far enough towards the interior, would literally meet with no competition. There are no canals, and but few good roads.

28. It is obvious, therefore, that this line would commence operations under peculiarly favourable circumstances. It would not only monopolize the entire traffic proper to the direction it takes, but from its great superiority over other

I learn from the public papers that tenders have been made to deliver rails at Alexandria for the Egyptian Railway, at 5*l.* and 5*l.* 2*s.* 6*d.* per ton.

existing modes of transport, would attract largely from all directions, and would have the vast resources of this country, hitherto but partially developed, to draw upon, for an increase in the amount of traffic. I shall not, to prove the probability of such increase taking place, trouble Government with arguments familiar to all, and drawn from the examples of rails in Europe, but merely observe, if the increase in traffic in England, where the rails had to contend with a very perfect system of transport, has been in every case large beyond all expectation, we are entitled to assume, that under our circumstances, such increase would take place in a much higher ratio. We advance, at once, from roads of an inferior description, pack cattle and bullock bandies, to the locomotive engine and its train of waggons.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

29. The proposal to lay down this line of railway has excited much interest among the natives, with many of whom I have conversed on the subject. The benefits that would arise from such a work are fully understood, and are readily acknowledged. The effect upon the people produced by one such work in operation would be very beneficial; while the Government would have, in the experience gained in its construction, as well as the commercial and social statistics furnished in the course of its working, a good basis for their deliberations on further similar projects.

30. Among the advantages possessed by us here, must not be forgotten the cheapness of labour of almost every kind, as required in the management of a railway.

31. With the exception of one department (the driver's) which must, at the outset be supplied entirely from England, the heads of departments would alone be required from home. With a few good mechanics and platelayers, as instructors, the Indo-Britons and natives would be found well fitted for any and every duty connected with a railway. Active, steady, intelligent men as Lascars (porters) or policemen, may be had for six or seven rupees a month. Common labourers to assist in the repairs of the way and works will be well paid with five rupees per month; and for this sum a class of men, not easily surpassed in activity or natural intelligence, in the quick eye, and steady hand, may be obtained to an almost unlimited extent, in the Madras cooly. I doubt not that the arsenal of Fort Saint George, and the gun carriage manufactory will show a number of men, of these classes, quick to learn, and ready to perform, any duties (not involving actual mechanical skill) required of them, in the various departments of a railway.

32. Higher pay would of course be required for mechanics, but of those too there would be no want. The extended field, offered by a railway department would affect not only the number, but the character and qualifications of the mechanics of Madras, and the supply would, I have no doubt, keep pace with the demand.

33. The railway offers, indeed, a gratifying prospect of useful and honourable occupation to the members of the Indo-British community; while that community, on the other hand, presents itself at once as the source to which we may confidently look for valuable public servants in every department.

34. In conclusion, I take this opportunity of reporting, that my examination of the Ghauts, as far as it has yet been carried, has proved much more satisfactory than I had anticipated.

35. I am not yet prepared to pronounce decisively, either upon the best line, or the best mode of ascending them; but I am satisfied that the passage up can be effected with little difficulty. We shall, I believe, require no works of serious cost or magnitude—no tunnels—but shall probably run the rail by an incline perfectly practicable for locomotives of special construction, the whole way up from the plain below to the general level of the Bala Ghaut.

36. I have arrived at this conclusion from a partial examination of the Ghauts in this neighbourhood; and, although the most favourable line for ascending the Ghauts may not prove the most favourable for approach to them, I am very sanguine that the difficulty will be got over, at much less cost than has been generally anticipated.

37. Should the Government determine on sanctioning this line of railway, I would recommend that attention be given to the completion of the first twenty-four miles and three quarters from Madras to a station near Trivalloor (and Tripasoor), and opening that portion as soon as possible. There would be found a considerable passenger traffic so far, in connexion with Trivalloor, Tripatty and Cuddapah, and besides the local traffic in firewood and ordinary agricultural produce, the contemplated improvement in the Naggery line of

Indian Railways. road, would probably throw an increased amount of goods traffic upon the rail at that point.

Governor General
to E. I. Company.

Enclosure.

38. This first section of the line falls short of the Coortilliar river, and the works would consist merely of earthwork, and small works of masonry.

39. The line might subsequently be opened as far as Menil; to which point, by making some improvements on the present country roads, the traffic now taking the Wallajahnuggur road (or a great portion of it) might be drawn, until such further extension of the line took place as should take up that traffic completely, at Vellore, or other approved terminus.

40. It will be observed, that though the outlay upon 60 or 100 miles of railroad at Rs. 36,488 per mile is large, the actual sum expended upon the works, earth and masonry, is comparatively small; and consequently the demand for labour is not likely to be large enough to create any embarrassment, or to enhance in any great degree its cost. The earthwork, for example, amounts to about 1,160,000 cubic yards, which, assuming the small amount of two yards per diem for each man, would require less than 200 men for its completion in 300 days. I have been lately engaged in collecting information upon the capabilities of the neighbouring districts, in regard to the supply of labour and material; but there can be no doubt of a far greater amount of labour than this being available, if required, in the districts through which this line would pass, or in those adjacent. It may be as well, however, to observe that the cost of a work of this nature, if executed by Government, might be somewhat reduced by a judicious employment of convicts—the larger buildings, ultimately required at the principal stations, being at once built for their shelter and security. The services of a company of sappers would be of the greatest importance. I should employ them on this as on all similar occasions, entirely as artizans or superintendents. If not well-qualified for such duties, (as I believe most of them now are,) their employment upon any public work in an inferior capacity appears to me a waste of money.

41. I should anticipate great advantages from their services, not only from their skill in various handicrafts, as carpenters, chucklers, brick and tile makers, &c., rendering us, in a great measure, independent of any possible temporary strike among the daily labourers of these classes, but also from their characteristic intelligence, general usefulness, and perhaps, more than all, from the means afforded us of introducing, through their agency, order and regularity into the management of large bodies of workmen—a point which is of the utmost importance in the conduct of large works, and one in which, unfortunately, the ordinary native superintendents very generally, and entirely, fail.

The honour of taking a leading part in the construction of the first railway in Southern India is not only well deserved, but would, I doubt not, be fully appreciated by that distinguished body of men.

I have, &c.

Poiney, 15th December 1851.

(Signed)

T. T. PEARS,

Major Engineers.

ABSTRACT STATEMENT of the probable cost of constructing and stocking a Single Line of Railway between Madras and Menil.

Nature of the Work.	Amount.			Remarks.
	Rs.	a.	p.	
Earthwork, embankment	57,633	7	0	
Ditto cutting	30,321	1	0	
Stone facings	7,179	0	0	
Side drains	16,444	11	0	
Foot bridges	31,000	0	0	
Level crossings	4,800	0	0	
Bridges and drains	74,215	0	0	
Catch drains	1,200	0	0	
Fencing, inclusive of 1,100 yards of wall	5,700	0	0	
Permanent way	9,50,000	0	0	
Rolling stock	2,20,000	0	0	
Water tanks	5,000	0	0	
Switches, crossings, guard rails, &c.	3,200	0	0	
Buildings and stations	1,20,000	0	0	
Turn tables, travelling platforms, and rails for ditto	8,000	0	0	
Furniture fittings, tools	40,000	0	0	
Superintendence	1,15,000	0	0	
Contingencies	80,000	0	0	
Total	Rupees 17,69,693			0

(Signed) T. T. PEARS.

APPENDIX A.—TABLE of PLANES on the proposed Line of Railroad from Madras to
Menil.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

No. of Planes.	Length in Yards.	Rate of Inclination.		REMARKS
		Rise.	Fall.	
1	1,266 $\frac{2}{3}$	Level,		
2	863 $\frac{1}{3}$	1 in 942		
3	3,427 $\frac{1}{3}$	1 in 551		
4	885 $\frac{2}{3}$	Level.		
5	658 $\frac{1}{3}$	1 in 1,795		
6	933 $\frac{1}{3}$	1 in 493		
7	1,483 $\frac{1}{3}$	1 in 3,134		
8	1,488 $\frac{2}{3}$	1 in 744		
9	1,318 $\frac{1}{3}$	1 in 24,625		
10	2,272 $\frac{1}{3}$	1 in 643		
11	140	Level.		
12	1,001 $\frac{1}{3}$		1 in 673	
13	348 $\frac{2}{3}$	Level.		
14	2,377 $\frac{2}{3}$	1 in 430		
15	2,660.	1 in 407		
16	880	Level.		
17	2,420	1 in 395		
18	353 $\frac{1}{3}$	Level.		
19	980		1 in 479	
20	1,426 $\frac{2}{3}$	1 in 966		
21	1,200	1 in 8,780		
22	880	1 in 596		
23	2,920	1 in 953		
24	2,624 $\frac{1}{3}$	Level.		
25	1,055 $\frac{2}{3}$	1 in 1,919		
26	660	1 in 1,261		
27	4,400	1 in 590		
28	880	1 in 696		
29	2,420		1 in 6,482	
30	2,640	1 in 2,010		
31	1,702	1 in 622		
32	276	1 in 4,140		
33	1,777	1 in 26,655		
34	911 $\frac{2}{3}$	1 in 882		
35	2,703	1 in 657		
36	498	1 in 4,980		
37	5,332	1 in 11,676		
38	1,540	1 in 658		
39	1,465	1 in 493		
40	15,035	1 in 309		
41	880	1 in 10,560		
42	2,640	1 in 387		
43	3,933 $\frac{1}{3}$	1 in 10,260		

(Signed.) T. T. PEARCE.

Indian Railways.

APPENDIX B.—ESTIMATE of the probable Cost of Earthwork, &c.

Governor-General
to E. I. Company.

Enclosure.

Miles.	Furlongs.	Description of Soil.	Embankment.					Cutting.				
			Length in yards.	Cubical contents in yards.	Average height in feet.	Rate per cubic yard.	Amount.	Length in yards.	Cubical content in yards.	Average depth in feet.	Rate per cubic yard.	Amount.
1	.	Soft clay - - - -	1700	11,061	2 6	0 1 0	728 13	-	-	-	-	-
2	.	Ditto - - - -	-	-	-	-	-	13	50	1 6	0 0 10	2
-	-	Ditto - - - -	1747	13,483	2 9	0 1 0	842 11	-	-	-	-	-
3	-	Ditto - - - -	-	-	-	-	-	80	225	1 3	0 0 10	11
-	-	Ditto - - - -	1662½	10,799	3 0	0 1 0	1,040 15	-	-	-	-	-
4	-	Loose, sandy, and alluvial -	1751	22,170	4 3	0 1 0	1,345 10	-	-	-	-	-
5	-	Ditto - - - -	-	-	-	-	-	22½	23	0 6	0 0 10	1
-	-	Ditto - - - -	1737½	8,039	2 0	0 0 11	496 1	-	-	-	-	-
6	-	Loose, sandy - - - -	-	-	-	-	-	68	361	1 6	0 0 10	13
-	-	Ditto - - - -	1692	21,141	4 3	0 1 0	1,321 5	-	-	-	-	-
7	-	Ditto - - - -	1760	18,038	3 9	0 1 0	1,127 6	-	-	-	-	-
8	-	Loose sand and laterite gravel -	1760	32,429	5 0	0 1 2	2,364 10	-	-	-	-	-
9	-	Laterite gravel - - - -	-	-	-	-	-	1027½	37,982	9 3	0 2 0	4,747
-	-	Loose, sandy - - - -	692½	24,082	8 3	0 1 6	2,257 11	-	-	-	-	-
10	-	Ditto - - - -	-	-	-	-	-	415½	4,711	4 0	0 0 1	294
-	-	Clayey - - - -	1344½	15,820	8 0	0 1 0	4,205 10	-	-	-	-	-
11	-	Red earth and gravelly - -	-	-	-	-	-	610	2,312	1 6	0 0 10	120
-	-	Loose, sandy - - - -	1004	6,804	2 4	0 1 0	425 4	-	-	-	-	-
12	-	Laterite gravel and light soft soil -	-	-	-	-	-	1,150	23,054	6 0	0 1 2	1,081
-	-	Ditto ditto - - - -	610	4,480	2 9	0 1 0	280 0	-	-	-	-	-
13	-	Light soft soil - - - -	-	-	-	-	-	270	10,805	9 0	0 1 6	1,021
-	-	Ditto - - - -	1490	12,231	7 0	0 1 4	3,519 4	-	-	-	-	-
14	-	Ditto - - - -	-	-	-	-	-	780	17,598	6 4	0 1 2	1,282
-	-	Ditto - - - -	980	11,927	4 3	0 1 0	715 7	-	-	-	-	-
15	-	Ditto - - - -	-	-	-	-	-	700	15,915	6 4	0 1 2	1,160
-	-	Ditto - - - -	1060	28,126	7 6	0 1 4	2,343 13	-	-	-	-	-
16	-	Ditto - - - -	-	-	-	-	-	136½	133	0 3	0 0 10	6
-	-	Ditto - - - -	1020½	8,770	2 3	0 1 0	648 11	-	-	-	-	-
17	-	Ditto - - - -	-	-	-	-	-	980	10,787	0 6	0 0 10	561
-	-	Ditto - - - -	1050	4,000	2 4	0 1 0	254 5	-	-	-	-	-
18	-	Ditto - - - -	-	-	-	-	-	432	4,351	3 9	0 1 0	271
-	-	Ditto - - - -	1290	29,084	6 6	0 1 2	2,120 11	-	-	-	-	-
19	-	Ditto - - - -	-	-	-	-	-	1,370	23,604	5 0	0 1 1	1,002
-	-	Ditto - - - -	170	1495	3 3	0 1 0	98 7	-	-	-	-	-
20	-	Ditto - - - -	-	-	-	-	-	110	112	0 6	0 0 10	5
-	-	Ditto - - - -	1050	21,108	4 8	0 1 0	1,319 4	-	-	-	-	-
21	-	Ditto - - - -	1760	9,084	2 0	0 0 11	520 7	-	-	-	-	-
22	-	Clayey and soft light soil -	-	-	-	-	-	8½	41	2 0	0 0 11	2
-	-	Ditto - - - -	1751½	35,502	8 0	0 1 4	2,946 13	-	-	-	-	-
23	-	Ditto - - - -	-	-	-	-	-	103	1167	2 9	0 1 0	72
-	-	Ditto - - - -	1597	24,550	5 0	0 1 1	1,602 4	-	-	-	-	-
24	-	Soft loose soil - - - -	-	-	-	-	-	1090	42,443	9 6	0 1 6	3979
-	-	Ditto - - - -	530½	1,246	1 0	0 0 10	64 14	-	-	-	-	-
25	-	Ditto - - - -	1760	14,631	3 0	0 1 0	918 3	-	-	-	-	-

bridges, &c., on the proposed line of Railway between Madras and Menil.

Indian Railways.

Governor-General
to E. I. Company.

Enclosure.

Stone facing.				Side drains laterite rough stone in brick and chunam		Drains bridges, &c. side stone-ment		Foot bridges		Level crossings		Total.	Remarks.
Length in yards.	Cubical contents in yards.	Rate per cubic yard.	Amount	Length in yards.	Amount	Number.	Amount	Number	Amount	Number	Amount		
		R. a. p.	R. a.		R. a.		R. a.		R. a.		R. a.	R. a.	
-	-	-	-	-	-	-	-	1	1000 0	1	450 0	2,178 14	
180	270	1 0 0	270 0	-	-	1	100 0	2	2000 0	1	150 0	3 945 5	
105	137½	1 0 0	157 8	-	-	2	250 0	1	1000 0	1	150 0	2 610 3	
352	440	0 12 0	330 0	-	-	2	350 0	-	-	-	-	2,005 10	
-	-	-	-	-	-	6	600 0	1	1000 0	1	150 0	2 277 1	
-	-	-	-	-	-	1	100 0	-	-	-	-	1,135 1	
480	360	0 12 0	270 0	-	-	2	200 0	1	1000 0	1	150 0	2,747 6	
-	-	-	-	-	-	7	850 0	-	-	1	150 0	3 304 10	
600	1,200	0 12 0	900 0	205½	2051 11	1	750 0	-	-	-	-	10 710 2	
400	2	0 12 0	150 0	-	-	2	850 0	1	1000 0	-	-	6 790 7	
-	-	-	-	-	-	1	50 0	-	-	1	150 0	1 017 11	
-	-	-	-	2300	300 0	1	100 0	1	1000 0	1	150 0	7 711 0	
-	-	-	-	540	540 0	2	545 0	1	1000 0	1	150 0	6 775 11	
-	-	-	-	1580	1580 0	2	515 0	1	1000 0	-	-	5 103 5	
600	900	0 12 0	675 0	1390	1400 0	2	505 0	-	-	1	150 0	6,124 4	
-	-	-	-	-	-	2	200 0	1	1000 0	-	-	1,755 10	
-	-	-	-	-	-	1	225 0	-	-	-	-	1 011 2	
-	-	-	-	-	-	2	925 0	1	1000 0	-	-	3,717 0	
100	180	0 12 0	112 8	-	-	-	-	1	1000 0	1	150 0	2,088 3	
460	680	0 12 0	517 8	-	-	5	1,200 0	-	-	-	-	3,042 9	
-	-	-	-	-	-	3	300 0	1	1000 0	-	-	1 820 7	
800	1,200	0 12 0	900 0	-	-	5	625 0	1	1000 0	1	150 0	5,624 3	
-	-	-	-	-	-	2	510 0	1	1000 0	1	150 0	3 304 15	
-	-	-	-	2180	2,180	-	-	-	-	-	-	6,224 14	
-	-	-	-	-	-	5	300 0	1	1000 0	1	150 0	2,568 8	

Indian Railways.

Appendix B. - Estimate of the probable Cost of Earthwork, Drain

Governor General
to E. I. Company.

Enclosure.

Miles.	Furlongs.	No of Miles.	Description of Soil.	Embankment.					Cutting.				
				Length in yards.	Cubical contents in yards.	Average height in feet.	Rate per cubic yard.	Amount.	Length in yards.	Cubical contents in yards.	Average depth in feet.	Rate per cubic yard.	Amount.
						Ft. in.	R. a. p.	R. a.			Ft. in.	R. a. p.	R. a.
26	-	-	Soft loose soil	1700	6,564	1 4	0 0 10	341 14	-	-	-	-	-
27	-	-	Ditto	-	-	-	-	-	52	184	1 6	0 0 10	9 9
-	-	-	Ditto	1708	16,103	3 6	0 1 0	1006 7	-	-	-	-	-
28	-	-	Ditto	-	-	-	-	-	123½	419	1 6	0 0 10	21 13
-	-	-	Ditto	1690½	12,540	2 9	0 1 0	788 12	-	-	-	-	-
29	-	-	Ditto	1700	18,944	3 9	0 1 0	1,184 0	-	-	-	-	-
30	-	-	Ditto	-	-	-	-	-	18½	12	0 3	0 0 10	0 10
-	-	-	Ditto	1741½	19,559	3 0	0 1 0	1,222 7	-	-	-	-	-
31	-	-	Ditto	1694½	14,062	3 6	0 1 0	878 14	-	-	-	-	-
32	-	-	Ditto	-	-	-	-	-	90	273	1 3	0 0 10	14 4
-	-	-	Ditto	1661	13,538	3 0	0 1 0	846 2	-	-	-	-	-
33	-	-	Ditto	1760	16,486	3 6	0 1 0	1,030 6	-	-	-	-	-
34	-	-	Clayey	1760	26,033	4 9	0 1 1	1,762 10	-	-	-	-	-
35	-	-	Soft loose soil	-	-	-	-	-	440	961	1 0	0 0 10	50 1
-	-	-	Ditto	1320	5,716	1 3	0 0 10	297 11	-	-	-	-	-
36	-	-	Gravelly, stony, and soft clay	1740	23,673	4 6	0 1 1	1,602 14	-	-	-	-	-
37	-	-	Ditto ditto	-	-	-	-	-	480	3745	3 0	0 1 1	253 9
-	-	-	Ditto ditto	1280	23,456	5 9	0 1 2	1,710 5	-	-	-	-	-
38	-	-	Gravelly, stony, and calyey	-	-	-	-	-	160	553	1 6	0 0 11	31 12
-	-	-	Ditto ditto	1800	47,193	8 0	0 1 0	4,424 8	-	-	-	-	-
39	-	-	Clayey and gravelly hard soil	-	-	-	-	-	510	2511	2 0	0 1 1	170 0
-	-	-	Ditto ditto	1250	8,979	2 6	0 1 1	607 15	-	-	-	-	-
40	-	-	Gravelly hard soil	-	-	-	-	-	1760	13,900	3 0	0 1 2	1,013 8
41	-	-	Gravelly and clayey	-	-	-	-	-	1100	29,161	7 6	0 1 4	2,480 1
-	-	-	Ditto	680	15,275	3 6	0 1 0	1,272 15	-	-	-	-	-
42	-	-	Clayey gravelly hard soil	-	-	-	-	-	720	4161	2 3	0 1 1	281 12
-	-	-	Ditto	920	7,796	3 6	0 1 2	569 7	-	-	-	-	-
43	-	-	Gravelly hard soil	-	-	-	-	-	900	6240	2 9	0 1 2	465 0
-	-	-	Ditto	86	3,231	1 6	0 1 1	218 3	-	-	-	-	-
44	-	-	Ditto	-	-	-	-	-	1405	22,287	5 0	0 1 3	1,741 3
-	-	-	Ditto	355	2,672	2 6	0 1 1	140 5	-	-	-	-	-
45	-	-	Ditto	-	-	-	-	-	1050	36,376	8 9	0 1 6	3,410 14
-	-	-	Ditto	710	11,053	5 0	0 1 3	863 8	-	-	-	-	-
46	-	-	Ditto	-	-	-	-	-	1090	13,691	4 3	0 1 2	1,012 14
-	-	-	Ditto	670	4,776	2 6	0 1 1	323 6	-	-	-	-	-
47	-	-	Ditto	-	-	-	-	-	1053	24,983	6 9	0 1 4	2,061 15
-	-	-	Ditto	705	11,790	5 3	0 1 3	921 13	-	-	-	-	-
48	-	-	Ditto	-	-	-	-	-	610	6884	4 0	0 1 2	501 15
-	-	-	Ditto	1150	13,862	4 0	0 1 2	974 5	-	-	-	-	-
49	4½	-	Ditto	1073½	13,897	4 6	0 1 2	1,018 7	-	-	-	-	-
Total				-	793,498	-	-	57,633 7	-	362,364	-	-	9,321

Bridges, &c., on the proposed line of Railway between Madras and Menil—continued.

Indian Railways.

Governor-General
to E. I. Company.

Enclosure.

Stone facing.				Side drains late- rite rough stone in brick and chunam.		Drains, bridges, &c., vide state- ment.		Foot bridges.		Level crossings.		Total.	Remarks.
Length in yards.	Cubical contents in yards.	Rate per cubic yard.	Amount.	Length in yards.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.		
		R. s. q.	R. a.		R. a.		R. a.		R. a.		R. a.	R. a.	
						5	690 0	1	1000 0	1	150 0	2,181 14	
338	567	0 12 0	380 4							1	150 0	1,546 4	
1133	1,348	0 12 0	1,007 4			3	535 0			1	150 0	2,407 13	
1100	880	0 12 0	600 0			2	1,110 0	1	1000 0	1	150 0	1,104 0	
426	3192	0 12 0	239 10			1	420 0	1	1000 0			2,882 11	
						4	50,406 0					51,343 14	
						10	1,310 0	2	2000 0	1	150 0	4,320 6	
						8	800 0					1,830 6	
						2	1,700 0			1	150 0	3,012 10	
						6	770 0	1	1000 0			2,117 12	
						1	675 0					2,277 14	
						1	1,050 0			1	150 0	3,163 14	
						8	550 0	1	1000 0			6,000 2	
						2	350 0	1	1000 0	1	150 0	2,277 15	
										1	150 0	1,163 8	
650	8124	0 12 0	609 6	2,200	2,200 0	1	290 0			1	150 0	6,952 6	
						1	225 0	1	1000 0	1	150 0	2,225 3	
						1	375 0	1	1000 0	1	150 0	2,108 3	
						1	375 0	1	1000 0	1	150 0	3,406 8	
				2,100	2,100 0	3	805 0	1	1000 0	1	150 0	8,329 6	
						1	180 0	1	1000 0			2,516 4	
				2,110	2,110 0	2	420 0			1	150 0	5,683 12	
						1	100 0	1	1000 0	1	150 0	2,726 4	
						2	750 0					1,768 7	
			7,179 0		16,444 14		74,215 0		31,000 0		4,800 0	231,503 3	

Indian Railways.

Governor General
to R. L. Company.

APPENDIX C.

ESTIMATE of Bridges and Drains required on the proposed line of RAILWAY between
Madras and Menil.

Enclosure.

Number.	Miles.	NATURE OF WORK.	No. of Vents.	Span.	Height of Piers.	Probable Cost of each.	Estimated Cost for each Mile.	REMARKS.
						Rs. a. p.	Rs. a. p.	
1	2	Irrigation Channel	1	3	1	100 0 0	100 0 0	
2	3	Ditto	1	3	1	100 0 0		
3	0	Culvert	1	5	2	150 0 0	250 0 0	
4	4	Ditto	1	5	2	150 0 0		
6	0	Ditto	2	5	2	200 0 0	350 0 0	
6	5	Ditto	1	4	1½	180 0 0		
7	0	Irrigation Channel	1	3	1	100 0 0		
8	0	Ditto	1	3	1	100 0 0	630 0 0	
9	0	Ditto	1	3	1	100 0 0		
10	0	Ditto	1	3	1	100 0 0		
11	0	Ditto	1	3	1	100 0 0		
12	6	Ditto	1	3	1	100 0 0	100 0 0	
13	7	Ditto	1	3	1	100 0 0	200 0 0	
14	0	Ditto	1	3	1	100 0 0		
15	8	Ditto	1	3	1	100 0 0		
16	0	Ditto	1	3	1	100 0 0		
17	0	Ditto	1	3	1	100 0 0		
18	0	Ditto	1	3	1	100 0 0	850 0 0	
19	0	Ditto	1	3	1	100 0 0		
20	0	Ditto	1	3	1	100 0 0		
21	0	Bridge	1	8	3	250 0 0		
22	9	Ditto	1	18	4	750 0 0	750 0 0	
23	10	Ditto	1	18	4	750 0 0	850 0 0	
24	0	Irrigation Channel	1	3	1	100 0 0		
25	11	Bridge	4	5	1½	350 0 0	350 0 0	
26	12	Ditto	3	6	1½	300 0 0	300 0 0	
27	13	Ditto	1	6	2	225 0 0		
28	0	Ditto	1	12	2	320 0 0	545 0 0	
29	14	Ditto	1	6	2	225 0 0		
30	0	Ditto	1	10	3	290 0 0	515 0 0	
31	15	Ditto	1	10	2	275 0 0		
32	0	Culvert	1	10	4	320 0 0	595 0 0	
33	16	Irrigation Channel	1	3	1	100 0 0		
34	0	Ditto	1	3	1	100 0 0	200 0 0	
35	17	Bridge	1	6	2	225 0 0	225 0 0	
36	18	Ditto	1	6	2	225 0 0		
37	0	Irrigation Channel	1	3	1	100 0 0	325 0 0	
38	20	Bridge	2	15	3	800 0 0		
39	0	Irrigation Channel	1	3	1	100 0 0		
40	0	Ditto	1	3	1	100 0 0	1200 0 0	
41	0	Ditto	1	3	1	100 0 0		
42	0	Ditto	1	3	1	100 0 0		
43	21	Ditto	1	3	1	100 0 0		
44	0	Ditto	1	3	1	100 0 0	300 0 0	
45	0	Ditto	1	3	1	100 0 0		
46	22	Ditto	1	3	1	100 0 0		
47	0	Ditto	1	3	1	100 0 0		
48	0	Ditto	1	3	1	100 0 0	625 0 0	
49	0	Ditto	1	3	1	100 0 0		
50	0	Culvert	1	6	2	225 0 0		
51	23	Bridge	1	6	3	225 0 0		
52	0	Ditto	1	6	3	225 0 0	510 0 0	
53	25	Irrigation Channel	1	3	1	100 0 0		
54	0	Ditto	1	3	1	100 0 0		
55	0	Ditto	1	3	1	100 0 0	500 0 0	
56	0	Ditto	1	3	1	100 0 0		
57	0	Ditto	1	3	1	100 0 0		
58	26	Bridge	1	8	4	290 0 0		
59	0	Irrigation Channel	1	3	1	100 0 0		
60	0	Ditto	1	3	1	100 0 0	690 0 0	
61	0	Ditto	1	3	1	100 0 0		
62	0	Ditto	1	3	1	100 0 0		
63	28	Culvert	1	6	2	225 0 0		
64	0	Irrigation Channel	1	3	1	100 0 0	535 0 0	
65	0	Culvert	1	8	0	210 0 0		
66	29	Ditto	1	8	0	210 0 0		
67	0	Bridge	3	15	3	900 0 0	1110 0 0	

Appendix C.—Statement of Bridges and Drains—continued.

Number.	Miles.	NATURE OF WORK.	No. of Vents.	Span.	Height of Pier.	Probable Cost of each.	Estimated Cost for each Mile.	REMARKS.
						Rs. a. p.	Rs. a. p.	
68	30	Bridge	2	8	0	420 0 0	420 0 0	
69	31	Ditto	1	3½	2½	140 0 0		
70	0	Irrigation Channel	1	3	1	100 0 0	50,465 0 0	
71	0	Culvert	1	6	2	225 0 0		
72	0	Large Bridge across Cortilliar	30	30	6	50,000 0 0		
73	32	Bridge	1	6	4	275 0 0	1,310 0 0	
74	0	Ditto	1	3	2	125 0 0		
75	0	Irrigation Channel	1	3	1	100 0 0		
76	0	Ditto	1	3	1	100 0 0		
77	0	Ditto	1	3	1	100 0 0		
78	0	Ditto	1	3	1	100 0 0		
79	0	Ditto	1	3	1	100 0 0		
80	0	Ditto	1	3	1	100 0 0	800 0 0	
81	0	Ditto	1	3	1	100 0 0		
82	0	Bridge	1	5	3	210 0 0		
83	33	Irrigation Channel	1	3	1	100 0 0		
84	0	Ditto	1	3	1	100 0 0		
85	0	Ditto	1	3	1	100 0 0		
86	0	Ditto	1	3	1	100 0 0		
87	0	Ditto	1	3	1	100 0 0	1,700 0 0	
88	0	Ditto	1	3	1	100 0 0		
89	0	Ditto	1	3	1	100 0 0		
90	0	Ditto	1	3	1	100 0 0		
91	34	Bridge	2	10	3½	650 0 0		
92	0	Ditto	3	15	5	1,050 0 0		
93	35	Ditto	1	8	2	270 0 0		
94	0	Irrigation Channel	1	3	1	100 0 0	770 0 0	
95	0	Ditto	1	3	1	100 0 0		
96	0	Ditto	1	3	1	100 0 0		
97	0	Ditto	1	3	1	100 0 0		
98	0	Ditto	1	3	1	100 0 0		
99	36	Bridge	2	10	4	675 0 0		
100	37	Ditto	3	15	5	1,050 0 0		
101	38	Ditto	1	12	3	350 0 0	550 0 0	
102	0	Irrigation Channel	1	3	1	100 0 0		
103	0	Ditto	1	3	1	100 0 0		
104	39	Bridge	1	6	3	250 0 0		
105	0	Irrigation Channel	1	3	1	100 0 0		
106	41	Bridge	1	10	3	290 0 0		
107	42	Ditto	1	6	2	225 0 0		
108	43	Ditto	3	4	0	375 0 0	805 0 0	
109	44	Ditto	3	4	0	375 0 0		
110	45	Ditto	5	4	0	475 0 0		
111	0	Irrigation Channel	1	3	1	100 0 0		
112	0	Bridge	1	8	2½	230 0 0		
113	46	Ditto	1	6	0	180 0 0		
114	47	Ditto	1	12	2	320 0 0		
115	0	Irrigation Channel	1	3	1	100 0 0	420 0 0	
116	48	Ditto	1	3	1	100 0 0		
117	49	Bridge	3	9	1½	650 0 0		
118	0	Irrigation Channel	1	3	1	100 0 0		
Total Rs.						74,213 0 0		

(Signed)

T. T. PEARSON.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

APPENDIX C.

ESTIMATE of the probable Cost of Laying the Permanent Way for a Single Line of Railway from Madras to Menil, Fifty Miles, including Sidings.

	Per Mile		
	Rs.	a.	p.
Rails, 60 lbs. to the yard.	8,484	0	0
Wrought Iron Rails, 94.3 tons @ 19			
1761 Sleepers, each 8 feet by 10 in. by 5 in.	5,283	0	0
5283 cubic feet, @ rupee			
Chairs, 706 joint.	1,750	0	0
Ditto, 2816 intermediate } 25 tons, @ 47			
Ballast, 2200 cubic yards, @ 1 rupee	2,200	0	0
3322 Keys, @ 1 anna each	221	0	0
7750 Spikes or Trenails, @ 1 anna	487	0	0
Laying Rails	400	0	0
Sundries	172	0	0
Total, for one mile	19,000	0	0
Ditto, fifty ditto	9,50,000	0	0

(Signed) T. T. Pears.

EXTRACT from the Minutes of Consultation, No. 35.

PUBLIC DEPARTMENT.

12th January 1852.

Enclosure.

1. In Minutes of Consultation, (No. 812,) dated 29th August 1851, the Government, considering the line running nearly due west from Madras by Menil to be the one decidedly preferable for a trunk railway, to serve as a basis whence similar ways could be carried in the direction of the Mysore Country and the ceded districts on the one hand, and towards Vellore, Salem, &c., on the other—Major Pears was instructed to survey that line as far as Menil, or onward to some place on the right bank of the Poiney river convenient for the divergence of the lines towards Vellore and the Ghauts respectively.

2. Major Pears having completed the survey of this line as far as Menil, now submits a report upon it with an estimate of the cost of a railway to that place,—distant from Madras forty-eight miles. The survey has proved the line to be most eligible. It offers no difficulties of any kind, and the country through which it passes is much more favourable than that on the line to Walajahnuggur before surveyed. The earthwork, though the amount per mile is nearly the same as in the Walajahnuggur line, will cost less from the soil being more easily wrought. The works of masonry required are of the commonest and most trifling description, with exception of a bridge over the Coortilliar, the construction of which will be a work of the simplest kind. The cost of this bridge for a single line of rails, Major Pears estimates at Rs. 50,000.

3. The steepest gradient is only 1 on 309—the whole rise from Madras to Menil being 360 feet; the gradients in the line by Menil being more favourable than on that to Walajahnuggur, the working expenses would of course be lighter. The total cost per mile, Rs. 36,488, including permanent way, rolling stock, &c., estimated on the same data as were adopted in the estimate for the Walajahnuggur line.

4. It is not to be understood that Menil is a desirable terminus. It is only to be looked upon as a point to which, whatever may be the ulterior purpose, a railway to the westward may be carried, with certainty that it is on the right line; and the Government concur with Major Pears that the line to Menil, the best for a trunk line, should be substituted for that previously surveyed to Walajahnuggur.

5. The circumstances to which Major Pears refers, as conspiring to prompt and encourage an undertaking of this nature in this part of the country, and at this juncture, are very important. The surveys and estimate show that

this presidency offers facilities and advantages for railroad construction greatly beyond those possessed by the other presidencies; whilst its need of a superior land communication from its central district to the coast is as obvious; and upon mature consideration of the subject in all its bearings, the Government deem it decidedly their duty to make an earnest application to the Honourable the Court of Directors for their sanction to the construction of a railway on this line, as a public work at the expense of the State, and for authority to commence it immediately if sanction is accorded, beginning with the portion indicated by Major Pears in the thirty-seventh paragraph of his report; and proceeding, as he recommends, adopting his estimate for the earth-work and masonry, during the progress of which the other parts of the estimate can be tested in such manner as the Honourable Court may deem fit.

INDIAN RAILWAYS.
Governor General
to E. I. Company.
Enclosure.

6. Major Pears's remarks on his examination of the Ghauts leading into the upper country, so far as it has gone, are highly satisfactory, as are likewise his observations with regard to the general features of the country between Madras and Menil—the facility with which labour can be rendered available—the period within which a portion at least of the railway might be completed—and the almost certain impulse which it would give to traffic, not merely on the immediate line, but to and from the districts lying within its influence. p.p. 84-85.

7. Major Pears will therefore proceed with his survey of the Ghauts and of the intermediate country, with a view to determine the most favourable line of ascent from the plain to the Bala Ghaut, and of approach to the place at which the ascent will best commence; studying to carry the trunk road as far forward as it can conveniently serve, in common for a line in that direction, as well as for one by Vellore to Vaniembady.

8. The Governor in Council is glad to observe, that from the partial examination he has already made of the Ghauts, Major Pears is sanguine that the difficulty of ascending them will be overcome at much less cost than has generally been anticipated.

9. Referring to Major Pears's estimate for the bridge over the Coortilliar, as for a single line, the Government consider it expedient that the bridges, at least on the trunk lines, should be adapted for a double railway.

10. Should the Honourable Court accord their sanction to the work, the necessary orders will be given for the employment of a detachment of sappers and miners on the railway; and Major Pears's suggestion regarding convicts and buildings for their accommodation, will receive consideration.

(True Extract.)

(Signed) H. C. MONTGOMERY,
Chief Secretary.

From Major T. T. PEARS, C.B., Engineers, to the CHIEF SECRETARY to Government, Fort Saint George.

Enclosure.

SIR,

1. By an Extract from Minutes of Consultation, in the Public Department (No. 95), dated the 14th January 1852 (p. 7), I was instructed to proceed with a survey of the Ghauts and of the intermediate country, with a view to determine the most favourable line of ascent from the plain to the Bala Ghaut, and of approach to the place at which the ascent will best commence; studying to carry the trunk road as far forward as it can conveniently serve, in common for a line in that direction, as well as for one by Vellore to Vaniembady. I have now the honour to submit a report of the result of my inquiries up to the present time.

2. Assuming that a line, running nearly due west from Madras for sixty miles at least, is acknowledged to be the best for us to begin with, as the trunk from which ramifications might be made to Salem, Bangalore, and Bellary, the desiderata for a passage up the Ghauts are—

1stly, That the pass should be made with the best possible gradients and curves, at the least possible cost.

2ndly, That it should be in the most favourable position, with reference to the proposed line, from the termination of the above trunk to

3rdly, That the same pass should serve for the Bangalore as well as the Bellary line.

Indian Railways.

Governor General
to E. I. Company

Enclosure.

3. With respect to the first of these, it is to be observed that the Eastern Ghauts, as they are commonly termed (which a line from Madras must pass to communicate with the Bombay or the north-western portion of our own Presidency), constitute here the steep and rugged slope of the Mysore table land. Their elevation above the sea, at their crest (as at Palmanair or Naikenary), is about 2,000 or 2,100 feet. The portion of the Ghauts, with which we have to do, stands at a distance of about 110 or 120 miles from Madras.

4. We have therefore to begin a line to Bellary and Bangalore, by surmounting an elevation of 2,000 feet within the first 120 miles—and are led to the consideration of two different modes of accomplishing this: the one by running to the base of the Ghauts on a nearly level plain, reserving the greater part of the height to be overcome at the Ghaut itself; the other, by selecting a line, which shall lift us gradually towards the crest of the Ghauts, and leave as small a portion as possible of the height to be overcome by an abrupt pass.

5. In looking carefully over the map, two such lines present themselves to us here, leading nearly westward from Madras to the Ghauts. The one falling on the bank of the Palaur, near Trivallum, would follow that river to Polecondah, and thence along the bank of the Goriattum river to Goriattum; and from thence, at an increased rate of ascent, to the foot of the Ghaut beyond Lallpet; at which point it would have reached an elevation of about 1,100 feet, and a distance (from Madras) of 115 miles, having risen at an average rate of $9\frac{1}{2}$ feet in a mile—900 or 1,000 feet would thus be left for the Ghaut.

6. On the other hand, if we carry a line from Madras by Poiney, to the vicinity of Mooglee, we find that, on reaching there the foot of the Ghaut (a distance of 115 miles), we have ascended 1,600 feet, and that there remain but 500, or somewhat less, on the Ghaut itself.

7. Of two such projects, all other things being alike—the cost of the work, the gradients, and other characteristics of the passes the same—preference would be given to that which concentrated the rise at the Ghaut itself, running by easy gradients up to its base. It would be preferable as a whole—still more decidedly so when considered with reference to that considerable amount of traffic which has only to do with the portion below the Ghauts.

8. As far as the lateral traffic is concerned, which falls upon the line short of the Ghauts, it is evident, the greater part of it having a downward tendency toward the sea, that the line kept on the lower level would be, to a certain extent, more advantageous than one raised to a level above the resources of that traffic. Considerations, such as these are entitled to some weight, though, perhaps, not much in this case.

9. The great difficulty, however, when so great a height is reserved for the Ghaut itself, is to find a favourable pass. Thus, in the two cases above mentioned, we should in the one have to overcome, at the pass itself, 1,000 feet, in the other, 500; the length of the pass (the slopes being the same) would be in the former double that of the latter; while the difficulty and improbability of getting favourable curves would be proportionately enhanced.

10. I have examined the Ghauts between Toombah Droog (north of Palmanair) and Naikenary; and my attention has been particularly directed to the neighbourhood of the two latter places—the former appears to promise the best pass—the latter, the best approach to the pass.

11. The Ghauts, about Naikenary, and between that and Cuddapahnuttum are exceedingly rugged—the ravines generally narrow and abrupt. There is one very remarkable ravine, which appears, on the map, to run in nearly a direct line from the plain above, near Moolwagle, to the foot of the Ghauts, near the bottom of the old Naikenary pass.

12. This I examined with care; and I came to the conclusion, that, although it seemed to offer a singularly direct and convenient line for a railway, to be carried by a gradual slope up to the higher country—such a work could not be executed without a vast expenditure of money, nor be subsequently maintained but at a constant and great cost. The sides of the ravine (which is remarkably narrow) are very steep, and though apparently direct, it is tortuous enough to render the construction of a straight line of railway very expensive, while the steepness of its rocky sides would render necessary a large amount of building, and very expensive cutting, in laying a line of railway along either of them. Seeing these difficulties, and the more favourable position of Palmanair, I turned my attention to that neighbourhood.

13. It would be readily observed in looking at the map, that that part of the district of North Arcot, which lies below the Ghauts, and between the rivers Palaur and Poiney, is divided into two portions by a ridge, which sinks gradually, as it extends in an indirect line from a point, a little south of Mooglee to Trivallum, near the junction of the two rivers.

14. This watershed, the sides of which are intersected by numerous bold rocky ranges of hills, throws off the water in numberless streams, to the Palaur on the one hand, to the Poiney on the other. The ridge abuts against the Ghauts at the village of Taikmana, at an elevation which only leaves about 440 feet to be surmounted in ascending to the plains above.

15. I had ascertained, as stated in my report of 5th March, 1851, that a line might be carried without difficulty to the foot of the Ghauts in this vicinity. It only remained, therefore, to find a convenient pass near Taikmana. Par. 89.

16. The line which I have selected for the pass, after a very careful examination of the neighbouring country, starts near Taikmana, and, running up a valley south of and immediately under Mooglee hill, reaches the top of the Ghauts, not far from the village of Mussulmarro, about four miles south of Palmanair. It would then be continued over an undulating but very favourable country, by the village of Pengragoonta, and, sweeping gradually to the north, would cross the present high road to Bangalore (from Madras and Chittoor) at a point two miles west of Palmanair; and here I propose that my present survey shall end.

17. The pass is four miles in length—the total ascent is 440 feet, being an average of 110 feet in a mile. The maximum slope is in thirty-six or thirty-seven, according to two sets of trial sections which have been taken. Its length is divided into four parts, beginning at the bottom, viz. :—

1st. A direct line for about	-	1,100 yards.
2nd. A curve (to a radius of one mile)	-	1,000 "
3rd. A direct line	-	3,600 "
4th. A curve (to a radius of one mile)	-	1,300 "

18. I do not anticipate, that the construction of a railway on this pass will be attended with any difficulty, or with any very great expense. I have been struck with the singularly fortunate concurrence of the point of least elevation, with one of the most direct and open valleys I have seen along the whole range.

19. With regard to the applicability of locomotive power on a slope of one in thirty-six or thirty-seven, (in an economical point of view,) although I have notes of many steeper gradients so worked, it will be sufficient to instance the case of the well-known "Lickey Incline" on the Birmingham and Gloucester Railway.

20. The length of this incline is two miles and three chains, with a uniform gradient of one in thirty-seven. This has been always worked by locomotive power—at one time by the aid of an assistant engine. Mr. M'Connell, superintendent of the locomotive department on that railway, stated before the Parliamentary (gauge) Committee in 1835, that they had constructed an engine (which he describes) to work the incline without assistance, and that the engine carried a load of from 135 to 148 tons up the incline, at a rate of eight to ten miles an hour; other examples show that trains may be worked down such inclines with perfect safety.

21. The other two desiderata for a pass up the Ghauts, may be discussed in a few words. The object in this case being to get to Bellary, it will be found that, though Palmanair appears somewhat south and west of a direct line, any attempt to pass to the northward would not only lead to a difficult part of the country below the Ghauts, but would entangle us among the hilly district of Cuddapah above. Not only, therefore, have we a favourable line to this Ghaut, and a very convenient pass up, but we have the most direct line to Bellary that is to be found on anything like a favourable country.

22. I assume that we should be obliged to pass to the westward of the Cuddapah district to run (supposing it was determined to make a direct line to Bellary) towards Rangapilly from Palmanair; and to pass, when opportunity offered, into the valley of the Pennar.

23. Further, with respect to this pass serving also for Bangalore, I need only add, that it is in the direct line to that place from Madras; and the construction

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

of a line from the head of the pass to that station, would be attended with no difficulty.

24. Under these circumstances, I have not hesitated in undertaking a survey and estimate from Menil towards and up this pass—feeling assured, that no other will be found so favourable, upon the whole, for a great trunk line of railway; and I shall describe the course of the line in a few words, leaving a more particular report upon it to be submitted hereafter, with the survey.

25. The line starting from Menil, passes near the village of Quodekel, and follows a nearly westerly course, till it arrives at the Poiney river, when it turns up the left bank of that river, passes the village of Poiney, four miles above which it turns short round, and crosses the river. It then pursues again a nearly westerly course, by Vencatapoorum, Narsapilly (four miles south of Chittoor), and Yadamari, passing up a succession of valleys, separated from each other by slight saddles. Approaching Vencatagerry, it has the choice of striking through, or turning by the north, a bold range of hills, which in this case cross its path; it then sweeps round the valley of Bangaroo Pollium (near Vencatagerry), and runs up, at an increasing rate of ascent, to Taikmana.

26. From Menil to the Poiney the line is generally very favourable; from thence to Taikmana, the average rate of ascent is greater, being about twenty-five feet in the mile, and the country becomes more rugged.

I shall endeavour to submit the survey and estimates with as little delay as possible.

27. In the meantime, having satisfied myself that this is the most eligible line for a passage up the Ghauts, I have considered it my duty to make this preliminary report thereon; seeing that the question of the first line to be sanctioned, depends, in so great a measure, on the best position for the pass, and that Government might desire to be informed on this point without delay.

28. Although a railway up the Amboor valley to Vaniembady might doubtless be constructed at a much less cost than that now under consideration to Palmanair, the line which I have selected for the latter is much more favourable than I expected to find across a country, justly described by the late Captain Best as "covered with rocks and rocky hills," while the proposed pass up the Ghauts exhibits many unexpected and favourable features. Under these circumstances, the question of the choice between the two for an experimental line assumes a new aspect.

29. Of the superior value of this (the Bellary) line in a political point of view, there can be no doubt: neither can there be any question, I think, as to its greater ultimate importance to the agricultural and commercial interests of this Presidency. How far the first, the experimental portion of it, would fall short of the other as a remunerative undertaking, must depend greatly upon the cost of construction. Unless the estimated cost of this exceeds that of the other to a very serious extent, the Government will probably consider the superior importance of this, as a trunk line, gives it the preference over the other, as the work to be first undertaken. I may observe, here, that the pass up those Ghauts once overcome, the way to the north-west lies open, neither, as far as I know of the country, do I believe any serious difficulty to remain between that and Poonah.

30. I have not yet looked at the Ghauts south of Naikenary; but it is my intention to proceed in a few days to Kangoondy, and while this survey is under preparation, to examine the Ghauts in the neighbourhood of Vaniembady. From what I already know of that country, I have no expectation of finding any pass for a railway that shall offer in itself advantages over that near Taikmana, sufficient to counterbalance the disadvantages of its position with reference to the proposed trunk line.

I have, &c.,

(Signed)

T. T. PEARS,

Railway Commissioner.

Palmanair, 6th July 1852.

Report 5th July,
1851.

EXTRACT from the Minutes of Consultation, No. 724.

PUBLIC DEPARTMENT.

28th July 1852.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

1. IN the foregoing Report, Major Pears lays before Government the result of his survey of the Ghauts, and of the intermediate country between them and Menil, up to which place his previous survey extended.

2. The portion of the Ghauts to be surmounted is distant about 110 or 120 miles from Madras, and rises about 2,000 or 2,100 feet above the sea. To accomplish this two modes have been considered, one by running a line to the base of the Ghauts on a nearly level plain, beyond Lallpet, whereby an elevation of about 1,100 feet, and a distance of 115 miles from Madras will be attained, leaving 900 or 1,000 feet to be overcome at the Ghaut itself; the other, by conveying a line by Poiney to the vicinity of Moogley, by which a distance of about 115 miles will be gained, and an ascent of 1,600 feet, leaving but 500 or somewhat less to be surmounted. Whatever advantages the former line may possess over the latter in its easier approach to the Ghauts, and in affording greater facilities for traffic, the greater difficulty of finding a favourable pass when a height of 1,000 feet is to be overcome at the Ghaut itself, has led Major Pears to give the preference to the latter line, which he asserts can be carried without difficulty to the foot of the Ghauts in the vicinity of Taikmana, whence the line he has selected for the pass commences, and pursuing the course described in p. 16 of the report, crosses the present high road to Bangalore, at a point two miles west of Palmanair; the pass, moreover, serving as well for the Bellary as for the Bangalore line.

3. The favourable features of the portion of the country through which the railroad is proposed to be carried, coupled with the importance of this line, in a political point of view, as regards Bellary, offer, in the opinion of Major Pears, a sufficient reason for giving it preference also over a line up the Amboor Valley to Vanimbady, though the latter might be constructed at a much less cost. The Ghauts in this neighbourhood, Major Pears, it is observed, proposes now to examine.

4. In reviewing the arguments adduced by Major Pears in favour of the line he has selected for a railroad, the Governor in Council has to express his gratification at the favourable result of the careful survey conducted by the Commissioner as detailed in his present highly satisfactory Report on the Ghauts.

5. A copy of the Report, with the views of Government thereon, will be forwarded to the Honourable Court by the next mail, with an intimation that the survey and estimates promised in the 26th paragraph will, when received, be also transmitted.

6. Copies of Major Pears's report and of these proceedings, also copies of the Minutes of Consultation of the 12th August last, and the Commissioners' Report, to which they refer, will be also forwarded to the Madras Railway Committee.

(True Extract.)

(Signed)

H. C. MONTGOMERY,

Chief Secretary.

EXTRACT from the Minutes of Consultation, No. 1043.

PUBLIC DEPARTMENT.

9th November 1852.

READ the following letter from Major Pears, Railway Commissioner :

Enclosure.

(Here enter 27th October 1852.)

1. THE Right Honourable the Governor in Council has perused with great interest and satisfaction the very clear and excellent report submitted by Major Pears, the Railway Commissioner, on the result of his examination of the Ghauts in

Indian Railways. the neighbourhood of Vaniembady. It appears to him to afford the most ample information, not only as to the whole range of Ghauts over which a railway leading into the interior, from Madras, must be led, but also as to the best line.

Governor General
to E. I. Company.

Enclosure.

2. The lines proposed by Major Pears to be first constructed amount to nearly 260 miles in length, and consist of five parts, viz:—

1st. A trunk line to Menil	48 Miles.
2nd. A branch to Vellore and Vaniembady.	70
3rd. The trunk line continued to the foot of the Ghaut	53
4th. The Ghaut near Palmanair	4 "
5th. From top of the Ghaut to Bangalore	84 "

259 Miles.

The cost of construction and stocking is estimated at an average of Rs.40,000, per mile, which would give the total capital required Rs.10,400,000, or something more than 1,000,000% sterling. The interest on this at $4\frac{1}{2}$ per cent. amounts to Rs. 468,000, which, computing the working expenses at 50 per cent. on the receipts, it is stated, would require an annual mileage of 57,600 tons, upon the whole extent of way, or traffic of various kinds equivalent to it. Major Pears observes that the traffic between Madras and Wallajah-nug-gur, may be *even now* taken, on a very reasonable estimate, at 50,000 tons of goods, besides parcels and passengers; and that when the vast influence the proposed lines would exercise upon some of the finest districts in Southern India—the impulse they would give to education and commerce, and their importance also in a political point of view, are considered—he cannot doubt either of the success of the work as a speculation, or of the great and lasting benefits it is calculated to confer on all classes of the people in this part of India.

8. The Governor in Council will briefly remark that he still retains the opinion he formerly recorded, that the chief *trunk* railway should run direct west from Madras to Menil, where it will divide into two original branches, one leading up the Ghaut near Palmanair, and the other to Vaniembady. Of these original branches, that by Palmanair and thence to Bangalore and Bellary is, in his opinion, by far the most important in all points of view, though it may not at the very outset prove so profitable. He would, however, also strongly urge the formation at an early date of the second line by Vellore to Vaniembady, connecting the southern and western provinces with the Presidency.

4. As the selection of the line has been left by the Honourable Court to the Government of India, the Governor in Council resolves to transmit to them without delay a copy of Major Pears's report, and to solicit their early orders on the subject.

5. Though not immediately connected with the railway question, the Government consider it desirable that the road described in the 13th paragraph of Major Pears's report, as leading "over an easy country, from Coppum" (six miles west of Kongoody) to the top of the Ghaut near the village "of Sadainoor," and "presenting from bottom to top one continued and "easy slope without in any single case the appearance of steepness or "difficulty," should be opened up for carts the whole way to Bangalore; and with this view they will take an early opportunity of appointing a competent officer, to be employed under the orders of Major Pears, in examining the line and framing an estimate for the formation of a road.

(True extract.)

(Signed) H. C. MONTGOMERY,
Chief Secretary.

Enclosure.
1852.

Home Corrs. 22d
December, No. 26.

Madras Railway.

MINUTE by the Most Noble the Governor General.

14th December 1852.

ACQUAINT Government of Madras that as the Honourable Court has directed that the opinion of the Supreme Government should be taken regarding the line or lines of railways to be adopted in the Presidency of Madras, the Governor General in Council has been desirous of communicating his views on the subject with the least practicable delay.

But the Honourable Court has at the same time addressed to the Governor General in Council a despatch upon Indian railways generally, which they refer for his careful consideration and judgment. The subject is of the highest importance and of large scope; and upon the decision of it must depend the judgment to be formed regarding railways in Madras. The Governor General in Council, therefore, is wholly unable to pronounce an immediate judgment on the local question, and he desires to acquaint the Government of Madras with the cause, in order that it might not be supposed that the Madras Railway is overlooked, or a decision upon it unduly delayed.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

2. The Governor General in Council conceives that his consideration of it would be much facilitated by the presence of Major Pears, and he requests that that officer may proceed to Calcutta by the next steamer if possible.

(Signed) DALHOUSIE.

14th December 1852.

No. 982.

From J. P. GRANT, Esq., Secretary to the Government of India, to Sir H. C. MONTGOMERY, Chief Secretary to the Government of Fort St. George.

Enclosure.

SIR,

14th December 1852.

I AM directed to acknowledge the receipt of your letter No. 66, dated the 9th ultimo, forwarding a copy of the report of Major Pears, the railway engineer, on the result of his examination of the Ghauts in the neighbourhood of Vaniembady, with the sentiments of the Right Honourable the Governor in Council as to the line of railway proposed to be adopted in the Madras Presidency.

Home Department
(Railway.)

2. As the Honourable the Court of Directors have desired that the opinion of the Supreme Government should be taken regarding the line or lines of railway to be adopted in the Presidency of Madras, I am directed to acquaint the Right Honourable the Governor in Council that the Most Noble the Governor General of India in Council has been desirous of communicating his views on the subject with the least practicable delay.

3. But the Honourable Court has at the same time addressed to the Governor General in Council a despatch upon Indian railways generally, which they refer for his careful consideration and judgment. The subject is of the highest importance, and of large scope; and upon the decision of it must depend the judgment to be formed regarding railways in Madras. The Governor General in Council, therefore, is wholly unable to pronounce an immediate judgment on the local question, and he desires to acquaint the Government of Madras with the cause, in order that it may not be supposed that the Madras Railway is overlooked or a decision upon it unduly delayed.

4. The Governor General in Council conceives that his consideration of it would be much facilitated by the presence of Major Pears, and he requests that the Right Honourable the Governor in Council will instruct that officer to proceed to Calcutta by the next steamer if possible.

I have, &c.,

Fort William,

(Signed)

J. P. GRANT.

14th December 1852.

No. 75.

From Sir H. C. MONTGOMERY, Bart., Chief Secretary to Government of Fort St. George, to J. P. GRANT, Esq., Secretary to the Government of India.

Enclosure.

SIR,

23d December 1852.

I AM directed to acknowledge the receipt yesterday evening of your letter of the 14th instant, (No. 982), and to state for the information of the Most Noble the Governor General in Council, that immediate measures were adopted for summoning Major Pears to the Presidency, and it is possible he will reach Madras in time to proceed to Calcutta by one of the two steamers expected before the close of this month.

Public Department.

(326.)

M

Indian Railways,
Governor General
to E. I. Company.
Enclosure.

Major Pears is at present on leave at Mercara, distant from Madras 870 miles, but arrangements have been made for facilitating his journey, which it is hoped will enable him to reach the Presidency by the 29th instant at latest. In the event of Major Pears being too late for the steamer, he will be directed to take advantage of any favourable opportunity that a sailing vessel may afford.

I have, &c.,

(Signed) H. C. MONTGOMERY.

Fort St. George, 23d December 1852.

No. 77.

Enclosure.

From Sir H. C. MONTGOMERY, Bart., Chief Secretary to Government, Fort St. George, to J. P. GRANT, Esq., Secretary to the Government of India.

Sir,

30th December 1852.

Public Department.

WITH reference to my letter of the 23d instant, in reply to yours of the 14th idem, I have now the honour to inform you that Major Pears, C.B., of the Madras Engineers, who proceeds to Calcutta by the Peninsular and Oriental Company's steam ship hourly expected at this port, and who is the bearer of this letter, is prepared to afford to the Most Noble the Governor General of India in Council full information regarding the projected Madras Railway.

I have, &c.,

(Signed) H. C. MONTGOMERY.

Fort St. George, 30th December 1852.

Chief Secretary.

OBSERVATIONS upon a Memorandum by Major Kennedy upon Indian Railways.

1. THE subject discussed in Major Kennedy's Memorandum of the 14th September 1852, is one of such vast importance both to the interests of the Government and to the prosperity and progress of the people of this country, that it cannot be too carefully considered, neither can it be too promptly determined.

2. The writer points out the immense value to the Government as well as to the people, of a well arranged system of railways, and proposes certain general rules by an adherence to which, the required arrangement of that system may be effected.

3. Major Kennedy's observations and rules are for the most part expressed in general terms, and cannot therefore be fairly objected to when any difference of opinion may exist, by reference to any individual and it may be exceptional case or cases.

4. I differ from Major Kennedy on many points, but I give my views in opposition to his with diffidence, not forgetting that I labour under the disadvantage of forming my opinion chiefly from books or from observations made upon matters carried on at the other side of the globe. The opportunities which I have enjoyed of seeing the practical working of railways have been merely such as the liberality of the Honourable Court during a short furlough to England some years ago afforded me.

5. Of the importance of railways in this country, whether to the people or the Government, alluded to by Major Kennedy, I need say little. There can be no doubt that their effects will be and must be very great and beneficial—greater relatively than they have produced in any country in Europe. Neither can the importance of laying down our lines judiciously, and constructing them economically, with a view to the people deriving the greatest possible amount of benefit from them, be over estimated.

6. It is difficult, it is, in fact, impossible, to say what the exact nature or the precise amount of benefit will be, nor is it of much consequence if men may reasonably differ as to the relative value of the social, the commercial, and the political results. It is quite sufficient we should feel satisfied, that, as surely as effect ever followed cause, the introduction of the most powerful of all known physical agencies, that by which rapid, safe, and cheap communication between

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Report, March 5th,
1851, par. 41.

the different parts of the empire is at once provided, must lead to great results. Its operation upon the minds of the people is enough of itself to ensure all the rest, and great as may be the consequences of a large saving in the carriage of men and goods from point to point, the spread of science and education will effect still more in promoting the material as well as the moral well-being of the people.

7. I believe these, the indirect results of the operation of railways, inestimable as they are, to be by far the most important. I believe the best interests of Government to be identified with those of the people, and I think therefore, as I have elsewhere observed, that "we are in danger of doing great injustice to the people of this country by looking upon these great works as mere commercial speculations, and by meeting every railway project with the condition, that it shall at once pay its own expenses, together with the interest of the money laid out on its construction."

8. There are, however, direct savings in money, which may be estimated with more or less of exactness. Applied to military purposes the saving to Government effected by the railways would be great—in moving troops on occasions of ordinary periodical relief—in the conveyance of ordnance and commissariat stores, an annual saving to a large amount would be effected. There would be little difficulty in making from the returns of the several departments for a series of years, an approximate calculation of what this saving would be. The same returns would show the number of miles of railway necessary to provide for all these reliefs. I am inclined, from an experience in the south of India, during the last thirty or forty years, to value, above all these advantages, the saving of life. Movement of troops in that part of India is so frequently attended by and so commonly appears to give rise to epidemic cholera, as to give grounds for just apprehensions of its appearance in all such cases. The frightful loss of life on such occasions is not confined to troops and followers, but the unfortunate inhabitants along the whole line of march come in for their share of suffering and death. An instance came lately under my notice of a native corps in the Madras Presidency making a march of about 400 miles across the peninsula, carrying the disease with it during a great part of the way, tainting every village on its course. I cannot think it an exaggeration to estimate at several hundred lives the cost of that march from coast to coast. A steamer would have brought the regiment round in a week—a railway would have carried them safely across in one day. If we wish to form some more definite idea of the saving in money to be effected by these works, we cannot do it better than by calculating the difference between the cost of carriage of a known amount of produce by the present roads, and that by a railway over the same extent. Assuming the moderate amount of 50,000 tons to pass annually over any given 500 miles of road, and saying nothing of the loss of time, the risk and injury done to the goods, two annas per ton per mile may be taken as a fair average charge for land carriage at the present time. If the charge for rail were one anna (and I consider this a maximum), the saving in hard money to the people concerned on the supposed line of road, would be fifteen lacs of rupees per annum. Major Kennedy proposes to begin with nearly 6,000 miles of rail, the saving upon which at this rate would be 180 lacs of rupees annually. It is not possible, to say nothing of the great benefits arising from the improved means of personal communication, nor of the mode in which a reduction in the charge of transport and an increased amount of traffic, are, with respect to each other, both the cause and effect—it is not possible that the removal of these great present burdens on the raw produce of this country could fail in giving a great stimulus to production—raising the general condition of the people—increasing the demand for European manufactures—and telling most beneficially upon the public revenues.

9. It might be considered an uncalled-for extension of this paper were I to discuss the effect to be anticipated from the establishment of railways on the strength and efficiency of the army. That, they must greatly contribute to promote vigour and efficiency in all our military arrangements and operations, there can be no doubt; but considering the position and duties of the great mass of the force, and the very small portion that can be considered as a reserve solely required for purposes of foreign war, I confess that Major Kennedy's estimate of the possible reduction in our standing army as the immediate consequence

Indian Railways,
 Governor General
 E. I. Company.

Enclosure.

of the railways, appear to me very greatly overdrawn. The operations of railways are essentially peaceful—they have arisen out of and naturally belong to an era of peace, civilization, and commerce, and their maintenance and use as a means of communication, appear to be, in a remarkable manner, dependent upon the will and pleasure of the people. Although, therefore, they greatly tend to facilitate the preliminary arrangements for aggressive war, and perhaps, though in a far less degree, contribute vigour and efficiency to preparations of a defensive character, we cannot, with any safety, calculate upon them in the case of active operations within our own frontier, or venture, in reliance upon them, to reduce materially our garrisons. They will, we may hope, though indirectly and remotely, affect the strength of the army, by so operating upon the character and pursuits of the people as to render so large a body of disciplined troops unnecessary.

* 10. I shall now make observations on the rules proposed in the 31st paragraph of Major Kennedy's memorandum, for our guidance in the arrangement, construction, and working of Indian railways; but, before doing so, it is necessary to say something on the important subject of *gradients* generally. The subject is doubtless an important one, but the questions which arise out of it seem to me, in almost all cases, to admit of easy solution. It is easy to propose a rule fixing the maximum slope at which lines, of rail shall be laid down in this or any other country, but it is hardly possible that such general rule could be acted upon in every case with a due regard to the interests of the country. We may give up a project in obedience to the rule, where its application would be impracticable, or we may apply it at an inordinate expense; but since nature has literally given us certain gradients to work upon, and since each project for the establishment of railway communication between two points will have its peculiar characteristic features, the only general rule that it seems safe to adopt is, to take care to make the best of each particular case.

11. I attempted in my report of the 5th March 1851, to lay down a rule of this kind in the following words: "The first thing to be done in projecting a railway is to ascertain the nature and amount of work likely to be required of it; the next is to make such arrangements in the construction and subsequent maintenance of the work, that the whole annual charge including interest on capital and working expenses may be a minimum." The resolution of this problem, I observed, "will determine every important point connected with the subject, as the question of single or double line, the character of the slopes (gradients), the size and power of engines, and the weight of rails."

12. The subject of gradients, intimately connected as it is with other circumstances in each particular case, may be viewed for the present under two different aspects. The first is that under which it is most commonly considered, viz., as affecting undulating lines, wherein there may be little or no difference in point of observation between the two termini, in which, therefore, every undulation involves the necessity of lifting the load a certain height beyond that which is ultimately aimed at. Since the load which can be moved at the same cost of power becomes less nearly in direct proportion to the rate of rise in the gradient, and since it is known that in undulating lines the saving on the down runs does not compensate for the additional power required at the ascents—it is evident that such lines must be more expensive to work than one uniform plane between the termini. It becomes therefore a question in each case, whether the interest on money required for the reduction of these undulations is or is not more than the extra expense involved in working over them. Among the points that would enter into a calculation of this kind are the nature and amount of traffic, the extent to which it is likely to be augmented, the *direction* of the greater portion of the physical characteristics of the line, the cost of materials and labour; we can hardly lay down any general rule for cases which involve so many varying elements. It is important to observe, the more so as we have had no experience yet in India, that the extravagant cost of some of the lines in England, alluded to in Major Kennedy's 24th paragraph, though by no means wholly due in any, and in the most striking cases not even chiefly due to any faults of the engineers, were to certain extent attributable to a desire to obtain the best possible gradients. An opinion seems now to have become almost universal among the most distinguished practical men that this was an error. All the later lines are constructed at a much cheaper rate; first cost is much reduced by

admitting and working at an increased expense gradients that some years ago would not have been tolerated. Indian Railways

Governor General
to E. I. Company.

Enclosure.

13. But this question may be considered in another and totally different aspect. We wish to establish railway communication between two important localities; though they are but 200 miles apart, nature has placed one 2,000 feet higher than the other. We will assume the possibility of laying down a line upon a continued plane from point to point. The gradients would be one of ten feet in the mile, or one in 528, the length of line 200 miles. Now in many cases it might be perfectly practicable to construct a railway between two such points, with a uniform gradient of one in 2,000; but then the line must be upwards of 750 miles long. This may appear an extreme case, but it serves the better to illustrate a subject which in practice often becomes a fair matter of inquiry; we should have to consider the cost of the two entire lines, the nature and amount of traffic, the *direction* of its chief portion, whether up or down, the districts through which each line would lie, the advantages to be gained or conferred by the railway from or upon those districts. It is obvious without any detailed calculations that assuming the cost of construction per mile, and all other things alike, there could be no comparison between the two lines above described, and no hesitation in choosing the shorter and steeper. It seems then that a gradient on a railway must ever be considered like any other expedient, as a means to an end, its cost taken into consideration, and its applicability in each particular case of difficulty.

14. Rules proposed by Major Kennedy.

1st Rule.

That all railways constructed in India shall belong to one of two classes, the first or second class.

Nothing can be said upon this rule till we see how these two classes are defined.

2nd Rule.

That the regulating gradient of the first class or trunk railway shall not exceed one in 2,000. (By regulating gradient is meant the gradient which shall regulate the load of the engine).

This rule may be understood to mean either that railways with such a ruling gradient, and they alone, shall be called first class, or that none of the trunk railways properly so called shall be constructed at all, unless such a gradient be attainable. Looking at the next rule, we may perhaps without error attach

to this the former of these meanings, and assume that Major Kennedy has applied the term "trunk," commonly used to indicate the importance of the direction and amount of traffic, to denote the characteristic gradients of the railway. In taking this meaning and following this rule, we should have to place all our railways with a ruling gradient not exceeding one in 2,000 among the first class as trunk lines. I think, however, that this application of the word "trunk" is likely to create some confusion. It is an old practice among engineers to *class* their railways in this manner, according to the gradients—a mere professional distinction; the word "trunk" is in common language generally applied to those roads or lines of railway which lie in the direction of greatest traffic and importance. No trunk line, so understood, could be constructed within the Madras Presidency with such a ruling gradient as this, unless by increasing the length of the line to an extravagant extent; in many cases even this would fail to effect it.

3rd Rule.

That no regulating gradient of any 2nd class or branch railway shall exceed 1 in 330.

As there are but two classes proposed, this rule may be otherwise rendered, thus:—That no railway shall be constructed in India having a ruling gradient of more than 1 in 330, or 16 feet to a mile. Now, although the

application of this rule would be attended in many cases with much less difficulty than that of the former—I apprehend it would be found in the south of India that, with the exception of lines parallel to the coast, or running but a few miles from it, none could be constructed with advantage without a departure from this law. If we cast an eye over the map of Southern India, we find that a line drawn up the middle of the peninsula will pass over towns and districts at heights above the sea varying from 1,200 to 3,000 feet. These represent the heights of the several portions of a table land which forms the

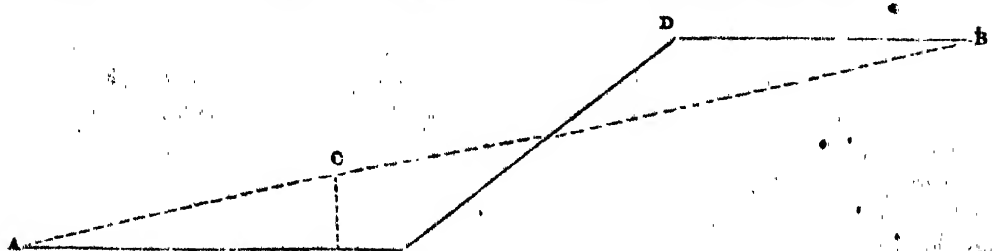
Indian Railways.
 Governor General
 to E. I. Company,
 Enclosure.

greater portion of the peninsula, and is bounded by lines of Ghauts running nearly parallel to and at varying distances from each coast. The rise to these plains from the sea is in no case uniform. For some miles from the sea it is always slight; it is subsequently quickened, either by a line of abrupt Ghauts, or through chains of hills forming a succession of valleys, which rise rapidly till they reach the average elevation of the table land. There is but one line between Bombay and Cape Cormorin where the peninsula can be crossed without passing one or two chains of Ghauts. That line would pass from the eastern coast, at or below Madras, by Paul Ghaut, to Ponany or Calicut. Even upon this, the gradients proposed in this rule could not, I fear, be maintained throughout its whole length. I will take Bangalore, a large and populous town and most important military station, as an example of a place which it would be impossible to approach (except by a most circuitous route) with anything like compliance with this rule. It is 3,000 feet above the sea, and 200 miles from Madras; but the direct line is broken by the Ghauts, which rise abruptly to a height varying from 400 to 1,000 feet. There is no way of avoiding these Ghauts, unless we can get (which is doubtful) though Cuddapah to Bellary, and thence *back* to Bangalore, making the distance from Madras to the latter place 500 miles instead of 200. Knowing these circumstances, the questions are, is it desirable to establish railway communication between Madras and Bangalore? If it is—how, and in which direction, can the line be laid down so as to confer the greatest amount of benefit upon that part of the country and its inhabitants. The direct line between those two places may be described as consisting of three parts: the first, a plane, with comparatively gentle ascent for 120 miles; the second, a steep incline for four miles; the third, a plane again for eighty miles. Now, assuming (for I am not here speaking of an undulating line,) that we do not lift our loads in the aggregate more than the 3,000 feet ultimately aimed at, it seems probable that this natural section of the country is more favourable to the operations of a railway than a continued plane from end to end of fifteen feet in a mile would be. The *through* traffic only is lifted the 3,000 feet, and much of the short traffic is confined to the two planes, upon which the rise is much less than the average upon the whole line. This concentration of the chief part of the rise, which enables us to apply special means to overcome the resistance of gravity, is advocated by many as the best mode of overcoming a difference of level between two points. The effect of such an incline upon the cost of transport is easily calculated. I will suppose that the cost (locomotive expenses) of moving a ton along the first 120 miles is one farthing per mile; that the cost for the last eighty miles is the same, and that upon the incline it is four times as much, or one penny per ton. We should have the cost for the whole distance—

	s.	d.
$200 \times \frac{1}{4}d.$	4	2
$4 \times 1d.$	0	4

4 6

just threepence more upon the 204 miles than it would be if there were no incline, and if Bangalore, being 400 feet lower, a similar plane extended from one terminus to the other. If however, the two planes and the intermediate Ghauts could be resolved into one uniform plane, we should find the cost of moving a ton its whole length very little less than the above, while the expenses on the several portions at each extremity would be greater; that is, the cost of conveying a ton along the whole length of the dotted line A B would be little, if anything, less than along the broad line between the same points,



while the cost of the local traffic on the portions A C and B D would be more.

I conclude, therefore, with regard to these two rules respecting gradients, that none of the lines most required within the Madras Presidency could be laid down so as to comply with either; and that the question of what the ruling gradient shall be, is one that does not admit of a determination by any general rule, but must be considered with reference to the circumstances of each particular case.

Indian Railways.
Governor General
to E. I. Company.
Enclosure.

4th Rule.

That short alternate impulsive planes may be introduced to assist the ascent, not to exceed a length of half a furlong each, and not to be nearer to each other than one and a half furlongs.

I cannot agree with Major Kennedy in thinking that any advantage would be gained by this mode of construction. In any long-continued fall, however, there should be level planes at stations.

5th Rule.

That no line shall be undertaken when the estimated cost shall exceed the average rate of 5,000*l.* per mile of single track; but that this rate of cost is not expected to include the bridging of large rivers, as the Soane, Jumna, &c., exceeding half a mile wide at flood level. Such rivers are to be considered as breaks, or temporary termini, where goods and passengers are to be carried across on rafts.

This is a question which appears to me not to admit of a general rule beyond this, that the cost of bridging the river, irrespective of its breadth, should be considered with reference to the risk, the expense, the delay, and the discomfort of shifting the loads and carrying them across on rafts. There are rivers in India which exceed the half mile in breadth, and which are dry for a great portion of the year, falling occasionally with a violence and velocity which make it dangerous to attempt a passage in any

way. A river of this kind, 1,000 yards broad, might be bridged for 20,000*l.*; and as they may be supposed to occur upon a line of railway not more than once in 400 or 500 miles, I do not think an addition of 40*l.* or 50*l.* per mile, to the 5,000*l.* which the line is supposed to cost, too much for overcoming such a difficulty, and getting rid of so serious a fault in the line. The propriety of bridging a river, no matter what its width, must be determined in each separate case by the position of the river on the line, by the cost of the bridge, by the safety and facility with which the river can be otherwise crossed.

6th Rule.

That no line shall be sanctioned except for a single track of rails, with masonry, cuttings, and embankments to correspond; the ground, however, required for a double track to be in all cases secured.

I have elsewhere given my opinion on this point, and perfectly agree with Major Kennedy.

7th Rule.

That no locomotive engine shall be introduced to India for ten years, except such as the ratio between the length of stroke of piston and the diameter of the driver wheels shall sanction, with reference to the maximum load, notwithstanding any sacrifice of velocity on the journey. Rule No. 11 contains an exemption from this restriction.

This will be best considered with Nos. 10 and 11.

8th Rule.

That when piling for foundations be requisite, the foundations are to be laid to suit a double track, although the superstructure is only carried up for a single track.

I agree with Major Kennedy on this point, having made the same suggestion elsewhere.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

9th Rule.

That no portion of any line shall be permitted to open for the transport of goods or passengers until the capital account for the construction of such portion shall have been closed.

This we have too much reason to know, from proceedings in England, to be a very important matter, and it will probably require much careful treatment here, as our railways become extended, whether that extension be effected through the instrumentality of one or of different companies. It

may be observed, however, that there will be much less chance of the same grave errors being committed here, so long as a Government guarantee places a known limit to the amount of capital. My own opinion is, that nothing but the extension of a line—its enlargement from a single to a double track—would justify an augmentation of capital when once the line has commenced working.

10th Rule.

That no more than one train daily shall run in each direction upon any line until the traffic shall furnish more goods and passengers than one engine can carry, after which, a second may start daily each way; and that when the traffic calls for three trains fully loaded per day, then arrangements shall be made for laying down a second track of rail.

This rule may be considered with No. 7 and No. 11. The "maximum load" which Major Kennedy alludes to in No. 7, may mean either the maximum as defined by rule, or the largest amount which the circumstances of the line may bring at any given moment. In neither case can it be determined with safety until the line has been sometime in work. I understand from these rules that there are to be no passenger trains as distinct from the goods until

the dividends have exceeded 6 per cent. But what will the public say to this? Are they to be conveyed cheap with the luggage trains, as cattle are carried in England, so long as the proprietors' dividends fall short of a fixed sum? Or would they not rather go faster and pay higher, and thus contribute more to the realization of those profits? In another place, paragraph 38, Major Kennedy deprecates indulgence in the "luxury of superfluous velocity," but surely it would be as impolitic as unjust for the managers of a railway to refuse to the public any velocity (within the limits of safety) for which they were willing to pay. If the Government or railway company contracted for a fixed annual payment, to furnish the means of locomotion for the whole of the country, goods and passengers, it would be natural enough for them to discourage this luxury, as involving themselves in certain loss—it would be to their interest even to keep the amount of goods to be conveyed as low as possible; but constructed and worked as railways are, it is in every way desirable that they should be made to contribute to the convenience of the public in every possible manner; the charges being so arranged that every unit of work done shall bring a fair profit to the proprietors. The question of the description of engine, the number of trains, the speed, &c., will not be satisfactorily determined till the line is in work. In the mean time, some engines must be employed to begin with; and I should have preferred the lighter ones for the first experiment to any calculated for an estimated maximum load.

11th Rule.

That notwithstanding the tenor of Rule No. 6, if on any line it shall appear that the profits exceed a dividend of 6 per cent per annum, it shall then be permitted, if thought advisable by the directors of the company interested, to introduce engines of higher powers of velocity, with a view of running passenger trains separate from goods trains.

This has been considered with the above.

12th Rule.

That the height above the sea of all obligatory points throughout India, having reference to the construction of works, draining, irrigation, &c., such as the highest points or necks of valleys, the low passes in mountain ranges—be obtained and recorded with all convenient despatch on the maps now in progress of construction by the Surveyor General's Department; and that in addition to this, the height of numerous points of inundation level to be taken upon the rivers of India, and recorded upon the maps at intervals of two or three miles, so as to admit of the protraction of approximate sections of the slope of such rivers; and that any striking peculiarity in the lines of rivers, or of the ground between adjacent rivers be reported upon to the Surveyor General by his subordinate officers—such reports to be methodically arranged in his office as records.

On this I have no remarks to offer, further than to express my opinion that such information would be interesting, and no doubt, on occasions, of considerable use.

Indian Railways.
Governor General
to E. I. Company.
Enclosure.

15. It is no doubt a matter of the very highest importance that our railways in India should be laid down judiciously, and constructed and worked with the utmost economy. We have to consider the objects of each proposed line and the difficulties which present themselves in the attainment of those objects. The first question is one for the Government to determine, with the aid of those best informed upon the commerce, the population, the resources, and the necessities of different districts and localities. In this country, where we are especially bound to get the utmost possible advantages out of every rupee expended on these works, we have to make our first lines serve in the highest degree all important purposes—commercial, political, and social.

16. I should say, therefore, that the course to be pursued is, not to begin with any general rule, limiting the gradients of our railways, but to ascertain where railways are likely to be introduced with the greatest advantage, what the best line or lines to adopt, and what encouragement we can gather from a comparison of the present probable cost with the prospective benefits.

17. It only remains for me to make a few observations on the particular lines which Major Kennedy has proposed for the railways in the Madras Presidency.

18. The propriety of determining as far as possible, before we commence upon these works, the principles upon which they shall be laid down, and the course to be followed by those great lines which should constitute the framework of the whole, will be admitted by all; and the first question connected with this subject which suggests itself on reading Major Kennedy's paper, is this—shall our lines be laid down with reference to the physical characteristics of the different parts of the country, or to the present arrangement of the population—the agricultural, commercial, and manufacturing classes.

19. The lines marked red in the map which accompanied Major Kennedy's paper, denote his proposed first class or trunk lines, and these it is intended should have no gradient above 1 in 2,000. There are coast lines from Calcutta to Tanjore about 1,200 miles. The same from Calicut to Bombay 500 miles. There is also one across the peninsula from Tanjore to Calicut about 250 miles, and another from the coast line near Rajamendry to Surat about 700 miles; the latter connects Madras with Bombay by a line of which the total length is about 1,200 or 1,300 miles. The distances are taken on mere approximation from the map above-mentioned.

20. With my report to the Madras Government, of the 3d March, 1851 (paragraph 9), I submitted a sketch, showing what I thought were the lines likely to be considered the first of importance in that part of India; and in that dated 12th July following, while considering the political importance of these

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

works I gave it as my opinion (paragraphs 7, 8,) that the coast lines were of secondary importance. I am of that opinion still. They are expensive lines to construct, of little commercial value, and, while we have command of the sea, of no great political importance.

31. The lines proposed by Major Kennedy within the Madras Presidency, whether for first or second class lines, seem to have been selected almost entirely with reference to the course of certain streams; and after describing the drainage of an extensive portion of the peninsula by the Soane, the Nerbudda, and Taptee, the Godavery, Mahanuddy, &c., he adds "these (the geographical features) force upon us the knowledge of what the great arteries of commerce must necessarily be, and with those arteries our trunk roads must necessarily correspond."

22. Now the rivers in the south are not, and never have been, the great arteries of commerce; all those rivers upon which Major Kennedy had marked lines, the Godavery, the Kristnah, the Penaar, the Polaar, and the Cavery, exhibit, in different degrees, the same characteristic features—they rise on the table land (some at the crest of the western Ghauts), they pass over it by a course more or less circuitous till they reach the eastern limit of that table, and they then plunge on to the Coromandel plain, either falling over abrupt Ghauts, or by a turned and very tortuous course among an uninhabited or very thinly peopled range of rugged hills covered with forests. Some of these rivers are dry during a great portion of the year, and all are subject to very great variations in their volume of water.

23. It is manifest that such streams as these cannot affect the condition of the people or the country as do the Ganges, the Indus, and the Nile. In the Ganges we see a large volume of water all the year round serving as a great highway for the people—a broad fertile valley subject annually to the fertilizing influence of this noble stream—and the people clustering in large numbers on its banks, exhibiting in every possible way their appreciation of the benefits they receive from it. Here, then, we have a great artery of commerce; and we must recollect it has become so, not merely because the country drains down the valley, but because that valley, and the stream which flows down it, are favourable to the ordinary commercial, manufacturing, and agricultural pursuits of mankind. The traffic to which the railway company look for their dividend, is greatly due to the river in its operations as a highway. We may take encouragement from this in other parts of the country where the traffic is now less, and trust that denied, as they have hitherto been, the great advantages of cheap transport, the railways may do for them what the Ganges has done for Bengal.

24. The Mahanuddy, the Godavery, the Kristnah, are rivers, as I have above shewn, of a different character. Instead of being the great arteries of commerce, no populous or busy towns are found on their banks during their whole length,—instead of passing through a dense and industrious population, their course, for several hundred miles, lies through a region of mountain and forest, where the sound of man's voice is never heard, a great portion of which has never been surveyed or explored. It is to be observed that the principal lines here shown are not drawn with primary reference to Madras, the southern capital, but fall upon the coast at Cerringa and Masulipatam, leaving a coast line of two and three hundred miles to be traversed in order to reach Madras. We may believe that Madras, with the large amount of capital invested in its fortress and its public and private buildings, its 700,000 inhabitants, is wrongly placed; but can we venture thus far to act upon our belief, to consider it as of secondary importance in our railway arrangements?

25. Of the second class lines two run nearly parallel to each other, and to the first class lines above mentioned; they constitute in fact, trunks, having no connexion with each other. Three lines from coast to coast are thus laid down; one starts from Masulipatam, follows up the Kristna a few miles, crossing over the intervening high land by Hyderabad, falls on the Godavery, which it follows to the vicinity of the western Ghauts. The other starts from the same point, Masulipatam, and continuing to follow the Kristnah, passes by Kurnool, in the ceded districts, up the valley of the Beemah to Poonah. The latter portion of the line (from Bellary instead of Kurnool,) is that which I propose as the continuation of a line from Madras (not from Masulipatam,) to Bombay, whenever such continuation is thought advisable. Another second class line marked on the map, is from Madras to Bangalore up the Ghauts. The last to be noticed

is one from Trichinopoly to Seringapatam, from which I see no advantage, the line to Bangalore having already brought the rail to within 80 miles of Seringapatam, a continuation of which would throw the latter place into direct connexion with Madras, avoiding a second Ghaut between Seringapatam and Trichinopoly.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

26. I think then that Major Kennedy is in error in acting upon the assumption that the *lines of drainage* in any country necessarily constitute the great arteries of commerce. The line of a large navigable river flowing through a broad and fertile valley will become of course a great artery of commerce, created, fostered, and carried on by itself; but, apart from the fact that the line of a *navigable* river is not that which, as a general rule, we should choose to begin railway operations in a country elsewhere without any means of communication, I think it will be found in those countries where railways have been already established, that the great arteries, whether discovered or established by the railways, do not lie down the drainage in all cases; in some, lie directly across it.

27. One more observation may be made upon this point, viz., that these streams do not necessarily give us good gradients, unless by a sacrifice in length and straightness. If we take any plain, such as that of Coromandel, inclined generally to the sea at such an angle that a direct line drawn across perpendicular to the coast would fall ten feet in a mile, the *general* course of a river will have precisely the same fall; and it is only by following the numerous sharp sinuosities of the river, and so proportionately increasing our distance, that we could reduce the fall to that of the river's bed.

28. I conclude this paper, already I fear much too long, with the following summary:—

- 1st. Our lines are to be laid down, I think, with reference to the existing state of the country, the commerce, the population, the resources and necessities of the several districts and localities; not with reference to the physical characteristics of particular lines of country.
- 2nd. We have to bear in mind that "the profitable permanent working of a line" alluded to by Major Kennedy in Par. 50, depends upon the amount of traffic, the length, the original mileage cost, no less than upon the gradients, and that a line laid along a river may, and certainly would, in some of these cases, be a very expensive one.
- 3rd. A short line with steep gradients *may* be a cheaper line to *work* as well as to construct, than a longer one with easier gradients; it may also lie through more profitable districts.
- 4th. Where for political purposes we desire to connect by a railway two distant termini, we should try to make the most out of the line; not lay it down with the sole view to communication between those points, but as it were coax the traffic of the country by seeking the more important localities adjacent to its general direction; direct lines will come in their turn, "when those first made will take their proper places as valuable, though it may be they are subordinate members of the entire system."
- 5th. In the case of navigable rivers, and such (as the Godavery) which it appears probable might at no great cost be rendered navigable, that part of the country to which they already furnish a cheap and ready means of transport may, as a general rule, be left without railway till the more pressing necessities of other portions of the country have been provided for.

Report to Madras
Government,
12th July 1851.

29. I have only further to remark that the line proposed on the eastern coast of Madras lies over a country singularly favourable for the construction and supply of canals. The construction and working of a canal near Madras so short as to produce little effect on the *development* of traffic, has been attended with very favourable results. A proposition has been made, and I believe sanctioned, for extending it a few miles; and there is no doubt that communication by canal might be opened along the coast between the now fertile deltas of the Godavery and the Caverry, at a far less cost than a railway, and far more capable of competing with the present cheap coasting traffic.

30. Should the Government determine upon taking into serious consideration any grand trunk line or lines such as that proposed between Bombay and Agra, I would suggest that preliminary inquiries be made for the purpose of obtaining

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

what may be called information *in the rough*, from civil and political officers employed in the intervening districts, as to the probable political effects, the nature and amount of traffic, and the cost, which the general features of the country seem to point out. Documents containing information of this nature placed in the hands of an engineer at starting, would direct his attention once in the right way, and save a good deal of time, labour, and expense.

(Signed) T. T. PEARS, Major,

Calcutta, 1st February 1853.

Madras Engineers.

No. 13.

From Sir H. C. MONTGOMERY, Bart., Chief Secretary to Government, to
J. P. GRANT, Esq., Secretary to the Government of India.

Public Department.

SIR,

5th February 1853.

WITH reference to my letters of the 23d October, 9th November, and 23d December last, I am directed to state, for the information of the Most Noble the Governor General of India in Council, that Mr. Smalley, the agent to the Madras Railway Company, has reported his arrival on the 31st ultimo; and that this Government awaits the decision of the Government of India regarding the direction of the line to be followed, to permit of the orders of the Honourable Court, quoted in the margin, being carried out.

I have, &c.,

(Signed) H. C. MONTGOMERY.

MINUTE on the above.

UPON the arrival of the railway company's agent or chief engineer, we desire that you will adopt immediate steps, in co-operation with either of those officers, for the early commencement of operations.

No. 164.

From J. P. GRANT, Esq., Secretary to the Government of India, to Sir
H. C. MONTGOMERY, Bart., Chief Secretary to the Government of Fort
St. George.

No. 75.
Home Department,
Railway.

SIR,

4th March 1853.

I AM directed by the Most Noble the Governor General of India in Council to acknowledge the receipt of your letter dated the 5th ultimo, (No. 13) reporting the arrival at Madras of Mr. Smalley, the agent of the Madras Railway Company.

2. Major Pears, with whom whilst in Calcutta the Most Noble the Governor General communicated personally on the subject of the Madras Railway, and who, before his departure, was put in possession of his Lordship's views on the questions under consideration, returned to his Presidency in the steamer of the 6th ultimo.

3. The Governor General in Council is not prepared, at present, to decide positively upon the general line which the railway now to be made should take. The south-westerly line, from Madras by Menil to Vaniembady, to be ultimately extended by Salim and Coimbatore to the west coast, is admitted to be one of the lines which is essentially required in any good railway system for the Madras Presidency. As far as Vaniembady the line presents all the engineering facilities that can be expected, and beyond it, with the exception of one pass, which is not expected to be a serious obstacle, no engineering difficulties are anticipated in the whole course of the line. Even when made only to Vaniembady, it is the expectation of the Madras authorities that the line will pay as a commercial speculation, and when completed throughout, uniting as it will do the two coasts, nearly approaching the great sanatorium on the Neilgherries, and affording a ready means of communication between the troops on either side of the peninsula and those in the Mysore country, it will add to its commercial advantages the character of an admirable line in a political and

military point of view. In this view, which in the opinion of his Lordship in Council, in a railway constructed under a Government guarantee, should never be lost sight of, the advantages of the line will be greatly enhanced if the new pass up to the table land, near Vaniembady, discovered by Major Pears, is found upon survey to afford, as it promises to do, the best known line for a railway from the low country to Bangalore, and to the table land generally.

4. On the other hand, the line to the top of the Palamanair Ghaut, to which upon the whole the Madras Government are inclined to give the precedence, on the supposition that it will be immediately extended to Bellary, or to Bangalore, or to both places, promises many advantages, but as compared with the other, it is not wholly free from objections. Amongst the objections are the ascent of a severe Ghaut to a height of 2,100 feet above the sea, part of which ascent will be lost in descending again to Bellary; and the circumstance that in opening up the Bellary country, this line would fail to benefit the Cuddahpah district, between which and Madras at present the trade is shown by the papers before Government to be very much greater than the existing trade between Madras and Bellary.

5. It is obvious that, *if such a line be feasible*, by far the best line to Bellary in every point of view, would be one through the Cuddahpah district. Now, although access to the Cuddah district is known to be very difficult, the Governor General learns from Major Pears that we are not in a position yet to pronounce absolutely against the feasibility of such a line; no survey with such an object having been ever made. In the present state of our information, therefore, the Governor General in Council is of opinion that nothing should be done which would commit us to the adoption of any other line.

6. As far as Menil, the Governor General understands that the line recommended by the Madras Government is the best line, whether considered simply as a part of the Vaniembady line, or as a trunk line common to the Vaniembady line and the Palamanair line. Whether the Palamanair line be determined upon or not, the line recommended as far as Menil will be part of a line admitted on all hands to be essential to a good railway system for the Madras Presidency, and one, of the importance of which, in a political and military view, the Governor General in Council is convinced. His Lordship in Council therefore authorizes the immediate construction of the line proposed from Madras to Menil.

7. In the meantime he requests with reference to the Vaniembady project, that a line be fully surveyed and estimated for, up Major Pears's new Ghaut near Vaniembady, from the point where a line from Bangalore would join the low country line to the level of the table land above the Ghaut; also that a general survey be made of the line beyond Vaniembady by Salim and Coimbatore to the Malabar coast, including a short branch from the neighbourhood of Coimbatore to the foot of the Neilgherry Hills. Further, he requests with reference to the other object in view, namely, the attainment of Bellary, that such a survey of the country be made as will set at rest the question of the practicability of a line from Madras to that place, through the district of Cuddahpah.

I have, &c.,

(Signed) J. P. GRANT,

Fort William, 4th March 1853.

Secretary to the Government of India.

No. 23.

From the CHIEF SECRETARY to Government of Fort St. George, to the SECRETARY to the Government of India.

SIR,

22d March 1853.

I AM directed to acknowledge the receipt of your letter of the 4th instant, (No. 164) and to state for the information of the Most Noble the Governor General of India in Council, that the authority therein conveyed for commencing a line of railway to be carried as far as Menil, and his Lordship's general views on the subject, have been communicated to Major Pears and the agent of the railway company; and that Major Pears has been requested

(326.)

N 3

Indian Railways.
Governor General
to E. I. Company.
Enclosure.

Public Department.

Indian Railways. to propose his arrangements for early carrying out the instructions of the Government of India regarding the survey of the lines denoted in par. 7 of your communication.

Governor General to E. I. Company.

2. I am at the same time desired to submit copies of the correspondence noted in the margin, and of the orders issued thereon, which will acquaint the Government of India with the arrangements that have already been sanctioned by this Government for the early commencement of railway operations, and for the survey of a line to Bellary through the Cuddapah district, and of the pass from Vaniembady to Coopum leading to Bangalore; and to state that the Right Honourable the Governor in Council has pointed Major Pears to be "consulting engineer for railways" at this presidency; and with reference to the salaries paid to corresponding officers at Calcutta and Bombay, has authorized that officer, in anticipation of the sanction of the Supreme Government, to draw while so employed a consolidated allowance of 2000 rupees per mensem, a proceeding which he trusts will receive the approval of the Governor General of India in Council.

From Major Pears, C.B., dated 15th February 1853.
Extract Minutes of Consultation, 4th March 1853, No. 207.
From Major Pears, 12th March 1853.
Extract Minutes of Consultation, 22d March 1853, No. 289.

3. Major Pears has been authorized to entertain for the present, the establishment to the extent marginally noted, for which also the authority of his Lordship in Council is solicited.

1 Writer - - -	Rs. 50
1 Second ditto - -	25
2 Peons at 7 Rs. each -	14
2 Lascars - - -	14
Total - - -	Rs. 103

have, &c.,

(Signed) H. C. MONTGOMERY.

Fort St. George, 22d March 1853.

From Major T. T. PEARS, C.B., Engineers, to the Chief SECRETARY to Government, Fort Saint George.

SIR,

Madras, 16th February 1853.

1. WHEN reporting to you in person my return from Calcutta, I had the honour of communicating to the information of Government, and by command of the Most Noble the Governor General, his Lordship's views regarding the proposed Madras Railway. I had been instructed at the same time to state that a communication will be made upon the subject in the usual manner, as soon as the press of business connected with the English mail then under despatch admitted of it.

2. As you have been good enough to make known to me the intention of the Right Honourable the Governor in Council to confer upon me the important office of Government engineer in the railway department—I beg to submit a few observations upon the work that appears to be immediately before us.

3. I understood his Lordship the Governor General to be of opinion, that, while the construction of a line of railway as far as Menil appears under any circumstances desirable, its prolongation thence forward by the projected line of Palmanair depends mainly upon that being the best line that could be discovered to Bellary; since, if a practicable line of this latter place could be found by Cuddapah, the Palmanair Ghaut might be given up, and a very convenient line to Bangalore found from Vaniembady, by the pass mentioned in my report of the 27th October 1852. (par. 13). A trunk line to Vaniembady, 120 miles in length, would thus serve both for an extension to Salim and the Malabar Coast; and for a line to Bangalore.

4. In approving therefore of the immediate commencement of the line to Menil, his Lordship considered that the determination of its course beyond that point might be left until an inquiry had been made into the practicability of reaching Bellary by Cuddapah—into the character of the above mentioned pass from Vaniembady to the Mysore country—and also into the nature of the country lying between Vaniembady and Salim and the western coast.

5. I was given to understand that Mr. Bruce, the gentleman who has been appointed chief engineer of the Madras Railway, would leave Calcutta by the

steamer of the 6th proximo, a difficulty in finding any one qualified to take charge of his present office having prevented his leaving sooner.

6. Upon his arrival at Madras, measures may at once be adopted for laying out the line, obtaining possession of the land, and commencing active operations between Madras and Menil.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

7. With respect to the surveys, I have been informed that the Honourable Court have determined that all surveys upon lines allotted to any railway company shall be carried out (under the general direction of the Government engineer) by the engineers of that company.

8. I apprehend that it cannot now be determined what line shall be allotted to the Madras Railway Company, whether that by Palmanair or that by Vaniembady or Salim, or both. It may be assumed, however, that a line to Bellary by Cuddapah (should such be found practicable) will be kept distinct from any line by Menil, either to be made over to a separate company, or executed by Government, and the survey in that direction must therefore be made by Government servants.

9. Should such a line prove practicable and expedient, the present company will, I presume, take up that to Vaniembady, Salim, and the other coast, which will leave in their hands the survey of the line from Menil to Penang or Calicut, a distance of about 375 miles.

10. I purpose, pending Mr. Bruce's arrival, to take a look at the Ghauts about Naggery between this and Cuddapah, and have instructed Surveyor Oliver to proceed to Vaniembady and survey the pass in that neighbourhood as far as Coopum. My time and attention will be necessarily too much occupied with the commencement of active operations near Madras to admit of my taking in hand the survey through Cuddapah, even with the aid of a surveyor; and I trust therefore the Government will be pleased to place at my disposal some qualified officer, to conduct under my directions this survey, as far as Bellary, or until his reports may show the scheme to be impracticable. What assistance such officer would require, I cannot at this moment say, but I should think that one assistant surveyor, in addition to the ordinary establishment of an assistant civil engineer, would be sufficient.

11. I would take this opportunity of observing, that although this application is made in reference to a particular line, and therefore for a temporary purpose—it seems to me very desirable, when once the construction of railways has commenced, that a Government railway survey department should be constantly at work, making upon such lines as the Government may consider deserving of attention, these preliminary surveys or reconnoissances—being in fact the pioneers of the railway executive bodies. Taking the work of examination thus in time, the establishment need be neither large nor costly; while if the work is conducted by an active intelligent officer, possessed of a fair share of professional skill, its performance will greatly tend to economize both time and money, in subsequently putting the executive officers at once upon the right course. We might hope too, by thus deliberately and thoroughly examining the country beforehand, to avoid many of those errors which have in so many cases been found to result from these preliminary proceedings being undertaken too late. Considering the great extent of country, and the imperfect acquaintance that we have with many parts of it, such careful examinations seem to be more necessary here than they would be in any country in Europe. They should be carried on too, if possible, not only upon any line where it may be proposed first to lay down the rails, but even far ahead, until means are obtained for determining the proper course for the line between the two ultimate termini.

12. In illustration of my meaning I would observe, that in laying down a line from Madras to Bellary we furnish the country with a most important work; but Bellary is not the ultimate destination of the line, and it would hardly be safe (so long as any political importance is attached to a trunk line from Madras to Bombay) to carry such a line actually up to the vicinity of the town of Bellary until we have formed a tolerably correct notion of the course it would have to follow on towards Bombay.

13. It appears that when once a few miles of railway have been completed and brought into operation, a desire for their extension will become general and urgent; and it would be well to be in some measure prepared at once to point out the best lines for the purpose.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

14. The first lines to be examined, (for I should propose little more than an examination,) would be that from Madras to Bellary, thence towards Bombay—those from Vaniembady to Calicut and to Bangalore, and one from Palghat—cherry to Negapatam.

15. Should it be determined to await no longer the result of “experimental” lines, and to adopt at once measures for constructing the principal trunk lines across the face of the country, the remarks which I have now ventured to make upon the expediency of having a railway survey continually in advance of the works themselves, will, I trust, be considered not undeserving of attention.

I have, &c.,

(Signed)

T. T. PEARS.

Railway Commissioner.

Madras, 16th February 1853.

No. 207.

Resolution of Government (D.)
4th March, 1852.

Financial Despatch, 24th Nov.
(No. 20 of 1852.)

1. MAJOR PEARS, C.B., having reported his return from Calcutta, and offered certain suggestions for giving effect to the orders of the Honourable Court of Directors and of the Governor General of India, with respect to the Madras Railway, which it appears it is decided is to be carried at first to Menil—and as Mr. Smalley, the railway company's agent, has already arrived, and the arrival of Mr. Bruce, the company's chief engineer, may be shortly expected—the Right Honourable the Governor in Council considers it highly desirable to make all preliminary arrangements possible, so that no delay may occur in the commencement of operations as directed by the Honourable Court, so soon as the instructions of the Governor General of India in Council shall have been officially communicated. He accordingly resolves to appoint Major Pears to be “consulting engineer for railways,” and with reference to the salaries paid to corresponding officers at Calcutta and Bombay, to recommend to the Government of India that this officer be allowed to draw, while so employed, a consolidated salary of (2000) two thousand rupees per mensem, and, in anticipation of the approval of the Government of India, he authorizes that amount being passed to him from the 1st January last.

2. The Right Honourable the Governor in Council considers, that the views of the Honourable Court with regard to the exercise of the supervision and control of railways will be best carried out by adopting the practice which has obtained in Bengal, and is reported to have been found to work well, and to answer the ends contemplated by the Honourable Court of making the “consulting engineer” the medium of communication between the officers of the railway company and the Government; and he, therefore, determines to request Mr. Smalley, the company's agent, to correspond with the “consulting engineer,” through whom he will receive the orders and decisions of this Government on all points referred for this purpose.

3. The Governor in Council believes it is unnecessary to give Major Pears any detailed instruction for his guidance; he will only, therefore, direct that he preserve a careful record of all his proceedings, and he anticipates from his judgment, and the character of the agent, that by the cordial co-operation of all parties, the affairs of the Madras Railway will be conducted with efficiency and economy to a successful issue.

4. The Government concur in the remarks of Major Pears on the expediency of having a railway survey continually in advance of the works themselves; and under the circumstances represented in paragraph 10 of his letter, they will be prepared to place at his disposal the services of an officer, to conduct under his directions the survey of a line to Bellary by Cuddapah, on his selecting an officer whom he may consider qualified to undertake the duty.

5. Major Pears, under date the 28th November 1850, was permitted to entertain the establishment noted in the margin, and the services of a surveyor were also given to him. He will now report what establishment he considers he will require to exercise the supervision of the railway affairs of this Presidency.

1 Writer	Rs. 50
2 Peons, at 7 Rs. each	- 14
4 Lascars, at " each	- 28
	Rs. 92

From Major T. T. PEARs, C.B., to the CHIEF SECRETARY to Government,
Fort St. George.

Indian Railways.
Governor General
to E. I. Company

SIR,

Madras, 12th March 1853.

Enclosure.

I HAVE the honour to acknowledge the receipt of an extract from Minutes of Consultation of the 4th March 1853, in which the Right Honourable the Governor in Council has been pleased to honour me by conferring the appointment of "consulting engineer for railways" in this Presidency.

With reference to the 4th paragraph of the same extract, I beg to report, that during my late tour, which, in the expectation of Mr. Bruce's arrival, I was compelled to cut rather short, I have examined the country towards Cuddapah as far as Baulpilly, which is about ninety miles from Madras.

The three principal difficulties encountered in constructing a road into Cuddapah occur within that distance; viz., the passes of Naggery, Warramully and Baulpilly. I had been induced partly from common report, and partly from my own experience in the course of a march along that road with troops in 1840, greatly to over estimate the difficulties which these several passes present in the formation of a road. I now find, moreover, that the two former may be altogether turned and avoided by a line running up from Madras by the valley of the Namavoram river as far as Naglapooram, thence towards Calastry, falling into the old line of road near Cucumlandy. I am now sanguine in my expectation that this beautiful and important district of Cuddapah may be entered by a railway at far less cost than I had anticipated; I feel encouraged, therefore, in proposing that a detailed survey should be made of a line through that district to Bellary.

The officer whom I would propose for this duty is Lieutenant Roberts, of the Engineers. The determination of the best line for a railway through such a country as this requires peculiar intelligence and judgment, while the labour involved in the work demands a good deal of personal energy. I believe Mr. Roberts to be well qualified for the duty, and have ascertained that he is prepared to undertake it with cheerfulness and zeal. As the weather is almost insufferably hot in Cuddapah during the next two or three months, and it would take some time for this officer's relief and journey, it might be as well perhaps if he carried the operations upon which he is now engaged to a close for the present season, and joined me at the end of May, when the work ceases on the other coast, and when the climate in Cuddapah becomes more tolerable.

In case the Government should consider Mr. Roberts' services too valuable where he now is, I beg to submit the names of Lieutenants Tyrrell and Norton, of the 18th Regiment Native Infantry, both of which officers, I have been informed on good authority, are well qualified for duties of this nature. Should the Government be pleased to place at my disposal one of these officers I beg to recommend that, in addition to the establishment of a first Assistant Civil Engineer, an active and intelligent Assistant Surveyor may be placed under his orders.

In reply to the eighth paragraph of the extract from Minutes of Consultation under acknowledgment, I beg to state that, in addition to the establishment therein named, I have, since the 16th of October 1851, had the service of a draughtsman, sanctioned in Minutes of Consultation under date the 9th January 1852, but that I would recommend the following as the establishment of my office, at least until some experience has been gained on the actual amount of work to be done.

	Rs.	Rs.
1 Writer - - -	50	50
1 Second Writer - - -	25	25
2 Peons - - -	7 each	14
2 Lascars - - -	7	14
* Total - - -		Rs. 103

propose this limited establishment for the present, from having observed that, according to the system in Bengal, which has been found to work well thus far, the consulting engineer has the office of the secretary to Government, and that of the manager of the railway, open to him for such records as he may

Indian Railways.
Governor General
to E. I. Company.
—
Enclosure.

have occasion to refer to; and it has been considered desirable that his own movements should be encumbered as little as possible with records or office establishment. I apprehend, however, that the organization of the department cannot be considered yet final, and that more effectual means of auditing the railway accounts will require yet to be furnished to the consulting engineer; I would, therefore, suggest that the establishment now recommended be considered experimental.

I beg, in conclusion, to solicit the sanction of Government to the services of Surveyor Oliver being granted to me for a further period of six months. I am about to employ him in surveying the pass from Vaniembady to Coopum, and when that is completed I anticipate much advantage from being enabled occasionally to place him at the disposal of the railway officers. The assistance which, from his long experience and local knowledge, he may thus render, are the more important from the circumstance of not one of Mr. Bruce's assistants having yet arrived.

I have, &c.,
(Signed) T. T. PEARS,
Consulting Engineer,
Railway Department.

Madras, 12th March 1853.

No. 289.

Resolution of Government (D.)
22nd March, 1853.
Letter from Board,
(Department of
Public Works,)
1st Nov. 1852.
No. 704.

1. Lieutenant Roberts having been deputed by the Board of Revenue in the Department of Public Works, to proceed to the Munzerabad Ghaut to carry on the work sanctioned under date 16th November last, the Right Honourable the Governor in Council desires that, so soon as the present working season at the Ghaut is over, the services of that officer may be placed at the disposal of Major Pears, consulting engineer for railways, for the proposed survey of a railway line to Bellary, through the Cuddapah district, and that an active and intelligent assistant surveyor may also be placed under his orders for this duty. The establishment of a first assistant civil engineer, required for Lieutenant Roberts, will be entertained by Major Pears on that officer joining him.

	Rs.
1 Writer -	50
1 Second Writer	25
2 Peons at 7 Rs. each	14
2 Lascars ditto	14
Total	Rs.103

2. Major Pears is authorized to retain the services of Surveyor Oliver so long as they may be required for the survey of the pass from Vaniembady to Coopum, and for aiding the railway officers in their operations, and sanction is also granted for the office establishment proposed by him for the present at a monthly charge of Rs.103.

(True Copies.)
(Signed) H. C. MONTGOMERY,
Chief Secretary.

Memo. regarding the
Madras Railway
Three Printed Papers.
Two Maps

* See in No. 1 par. 4,
Major Pears, p. 7, 8
and 9.

P. 38, Mr. Bourdillon,
par. 3.

P. 50, Major Cotton,
par. 4. and
P. 53, Major Pears'
whole letter.

† For the discussion of
the large view see in
No. 1.

P. 4, Major Pears,
par. 8 and 9.

P. 38, Mr. Bourdillon,
par. 3.

P. 50, Major Cotton,
par. 4.

P. 53, Major Pears'
whole letter.

NOTE by the SECRETARY to the Government of India (Home Department.)

THE Madras engineers were hampered at first in their selection of lines, by the experimental character which had been given by authority to the line to be made.* Till this idea of a short experimental line is abandoned, and a large view of the subject is taken, no good will be done, and now happily the Court of Directors have admitted this and instructed the Indian Government accordingly.†

No mile of railroad can claim a right to the public guarantee, unless it forms a part of a good national system of railroads.

The practical question, as actually referred to the Government of India by the Madras Government, is this—shall the line now first to be made run from Madras nearly west, up to the Palmanair Ghaut, to the Mysore table land, or south-westerly, keeping entirely in the low country to Vaniembady towards Salim. Both lines are approved by the Madras engineers and Government; the only question raised is, which should have precedence.

Both lines are proposed with ulterior objects, as part of a system of railroads; the Palmanair line, in order to extension to Bangalore and Bellary, and eventually to Bombay; the Vaniembady line, in order to extension to Salem, Coimbatore, and the west coast. Coimbatore is a cotton country, and Bellary is the great cotton country of the south of India. From both the cotton now goes to the west coast.

Indian Railways.
Governor General
to E. I. Company.
Enclosure.

The existing traffic of Madras takes two main lines. One of these, for the south-westerly traffic, runs by Wallajahnuggur (Arcot), Vellore, through the Amboor valley at Vaniembady, to Salim, the Burramabel, and the south-east portion of Mysore. The present high road to Bangalore runs along this line. The other of these, for the north-westerly traffic, runs also by Wallajahnuggur, through Chittoor, to Cuddapah, Bellary, and the northward portion of Mysore. The projected lines are directed with the view of securing both lines of traffic respectively.

The Madras Government think that the Vaniembady or south-west line will be more remunerative immediately, but they would give precedence to the Palmanair or west line, because of its greater ulterior importance.

The railway committee selected the Vaniembady line, as far as Wallajahnuggur (Arcot), 60 miles, as being of all possible lines of equal length, that on which the most traffic exists. Good reasons are given why this line, if resolved upon, should be produced at once to Vaniembady, 130 miles. The half-million subscribed, Major Pears reports, will do this. The line presents no engineering difficulty, and is remarkably cheap, being estimated at considerably less than Rs.40,000 a mile.

The line to Palmanair, if not quite an equal length, will not be so cheaply constructed, having the Ghaut to surmount and the difficult country at the foot of it to get over. Palmanair is 2,100 feet above the sea.

A very attentive perusal of all the papers, and examination of the maps, after conversation with Major Pears have led me to the conviction, that to give precedence as proposed to the Palmanair line, would be very objectionable. My reasons may be thus summed up. It is only with a view to an ulterior object, viz., the Bellary extension, that the Palmanair line is preferred. Now no such examination of the country has been made as justifies any one in saying that the Palmanair line is the best line to Bellary. It is about 70 miles longer than the direct line; it rises at least 500 feet only to fall again, and it misses the Cuddapah traffic, now eight times greater than the Bellary traffic, without any equivalent. The direct line by Cuddapah passes, it is known, through a difficult country, but it is not known to pass through an impracticable country. Till that country is surveyed it seems to me unjustifiable to pronounce against what is obviously, if practicable, infinitely the best line for all the north-west traffic. The Vaniembady line, apart from ulterior objects, is acknowledged to be the most remunerative; it involves no engineering difficulty, and it forms part of the system which has been adopted as the great ultimate object, equally with the Palmanair line. It is true that the extension of the Vaniembady line to the west coast through the gap in the Ghauts has not been surveyed, but the country is so well known to be favourable,* that no doubt can be entertained of its feasibility. The actual proposition of the Madras Government is to have a trunk line of 48½ miles running due west and from Madras to an unimportant spot named Menil, whence hereafter, a track can go south-west to Vaniembady and the west coast; and whence ultimately a branch shall be made running a little north of west up to the top of the Palmanair Ghaut, to be thence extended to Bangalore, and from Bangalore to Bellary, or else from Palmanair to Bellary. The trunk line to Menil is not stated to be the best line for either the Palmanair or Vaniembady railway. It is perhaps not materially different from the best line to Palmanair, but it is admitted to be materially different from the best line to Vaniembady, as it takes the rail quite off the existing line of the south-west traffic, and away from the large towns on that line. If there is certainly to be one railroad to the top of the Palmanair Ghaut, then a trunk line to Menil is a good place. But if there is not to be a railroad to Palmanair, then a trunk or other line to Menil is unquestionably a bad plan. Thus before the direction of the first mile of railway out of Madras can be properly determined, the question, shall there be a railway up the Palmanair Ghaut or

* The height of Palypatcherry in the gap is only 800 feet.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

not, must first be determined. One great reason for the Palmanair line is, that by producing it eighty miles west, Bangalore is reached. But this consideration I think should be discarded, because Major Pears has just discovered at Vaniembady itself a passage up to the Mysore table land that promises to be much better than the Palmanair Ghaut. A railroad from Bangalore by this passage to Vaniembady will be shorter than one to Palmanair, and thereby the whole distance from Madras to Bangalore by rail will be very little more than it would be by the Palmanair. The Vaniembady line will be close to the present line of the high road to Bangalore, and Major Pears thinks his pass is the one up which the high road would have been taken had it been known to exist.*

Two reasons in favour of the Palmanair line only remain—first, that it will catch below the Ghauts so much of the existing traffic of the ceded districts † as now passes the Chittoor way; second, that it may be extended in a direct line from Palmanair to Bellary.

The first of these is only an immediate and temporary consideration, and on such considerations the other line is admitted to have the advantage. It is maintained that Bellary must be eventually reached by a railroad to be probably produced beyond it, and there can be no doubt that the cotton of Bellary is a great object. The making of a railroad to Palmanair will not obviate the necessity of making one all the way to Bellary. At present the Bellary cotton goes to the west coast by very bad roads.

The second consideration is no reason at all, unless it is true that Palmanair is the best line for a railroad from Madras to Bellary; it is not pretended that we are now in a position to pronounce that it is. Such a line would leave out Cuddapah, from which the existing traffic is estimated at 25½ lacs of rupees, whilst that of Bellary itself is only 23½ lacs of rupees. If feasible, unquestionably the proper line is through Cuddapah. Major Pears tells me he is anxious to survey the country with this object.

Cuddapah 490 feet above sea.

Bellary 1600 feet.

Adoni north of Bellary 1400.

Palmanair 2100.

Bangalore 3,000.

The distance by road from Madras to Bellary by Cuddapah is 316 miles, by Bangalore it is about 100 miles more.

Salem 900 feet; Coimbatore 900 feet; Palybatherry, the gap, 800 feet.

The want of all information sufficient to justify any decision on a line for the north-west traffic, should not stand in the way of a railroad for the south-west traffic, about which the information is satisfactory.

The grand system of Madras railroads seems to be this,—

1. A line from Madras to Cuddapah and Bellary 316 miles.
2. A line from Madras by Vaniembady, Salim, Coimbatore, to the west coast at Calicut, Penang, or Cochin, 428 miles.
3. A branch from north at Vaniembady to Bangalore, say seventy miles.
4. A branch from north at Coimbatore to the foot of the Neilgherry hills, say thirty miles.

No. 1	316
	428
	70
	30
	—
	844

The second of these lines involves no steep gradients, and will be a very easy and cheap line. When completed only to Salim, it will be so far a complete commercial line, as it will tap the centre of the peninsula; when made throughout, it will

be a complete work of the first order, in a military and political view.

No. 1,026.

Encl. sur.

From J. P. GRANT, Esquire, Secretary to the Government of India, to A. MALLET, Esquire, Chief Secretary to the Government of Bombay.

SIR,

22d December 1852.

1. I AM directed by the Most Noble the Governor General of India in Council to acknowledge the receipt of your letter dated the 15th October last, (No. 450.)

2. In reply I am desired to transmit the accompanying copy of a despatch from the Honourable the Court of Directors (in the Financial Department,

Home Department
 Railway.

* See in No. 3. p. 3, pars. 12 and 13.

† Cuddapah and Bellary.

No. 516,) dated 22d September 1852, and of the memoir by Major Kennedy referred to therein, and to request that this Government may be favoured as early as practicable with such remarks on it as may occur to the Right Honourable the Governor in Council. On receipt of his Lordship's observations on Major Kennedy's paper, the Governor General in Council will take into immediate consideration the question of the extension of the Bombay line of railway beyond Callian.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

3. His Lordship in Council will perceive that Major Kennedy approves of none of the lines which have been proposed as a line to be immediately executed. The line which Major Kennedy proposes to be first made, avoids the Ghauts and runs to Surat, where it would branch off towards Agra and the east coast.

4. I am desired to take this opportunity of forwarding for the information of the Government of Bombay a copy of a letter addressed to the Government of Fort St. George on the 14th instant.

Fort William, 22d December 1852.

I have, &c.
 (Signed) J. P. GRANT.

No. 57 of 1853.

Enclosure.

(Financial Department, Railway Branch.)

From H. E. GOLDSMID, Esq., Secretary to the Government of Bombay, to
 J. P. GRANT, Esq., Secretary to the Government of India (Home Department).

SIR,

11th February 1853.

1. I HAVE been instructed by the Governor in Council to annex for submission to the Most Noble the Governor General of India in Council, copy of a report received from Captain Crawford, the Government consulting engineer, before whom there had been placed the memoir by Major Kennedy, forwarded with your letter of 22d December last, (No. 1,026,) on the subject of railways in India.

No. 17, dated 31st
 Jan. 1853, with a
 Map of the Can-
 deish Collectorate
 referred to in par.
 30.

2. His Lordship in Council considers that it is clearly and forcibly shown by Captain Crawford that the scheme which Major Kennedy proposes for adoption in this Presidency is not feasible.

3. The opinions of this Government in favour of the lines proposed by the Great Indian Peninsula Railway Company, and which were advocated in the paper submitted to the Government of India with Mr. Chief Secretary Mallet's letter, (No. 450,) dated 15th October last, are strengthened by the facts stated and the arguments advanced by Captain Crawford.

4. A simultaneous extension of the railway system throughout India is no doubt desirable; while a line such as that to which Major Kennedy's proposition more particularly refers, namely, to connect Bombay and Agra, is a line which would probably answer better for Government purposes than that contemplated by the railway company. Yet it is one which it appears to the Governor in Council that a company seeking a dividend cannot be expected to adopt; and moreover it is a line which, even if capable of construction, Captain Crawford shows could not be carried out by Government without alterations of the "desk designs" as they may be termed of Major Kennedy's alterations requiring to be made after surveys and calculations that would entail a large expenditure of time and money.

5. His Lordship in Council is further of opinion that if he were to withdraw his support from the railway company, and thus prevent them from carrying out their design until a determination could be arrived at as to the propriety of constructing, on account of the State, such a line as that suggested by Major Kennedy—the progress of railways on this side of India would be stayed for a long period, and the effect on capitalists at home and in this country be such, that if at a future period he had to revert to the original lines, as in all probability he would, or to other lines which he might wish to construct through the agency of a company, it would be difficult to raise the capital required.

6. Under these circumstances the Governor in Council trusts that the Government of India will see fit to support the designs of the Great India Penin-

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

See par. 4 of Letter
to Secretary Great P.
Railway Company,
(No. 448) of which
copy accompanied let-
ter to Government of
India, No. 450 dated
15th October, 1852.

sula Railway Company, as set forth in the Reports forwarded with the Chief Secretary's letter of the 15th October last, No. 450.

7. The Government of India have already been informed that in the opinion of this Government it is of great importance that the present experimental line should be at once extended, at any rate so far as to meet the general traffic of the country.

I have, &c.,

Bombay Castle, 11th February 1852.

(Signed) H. E. GOLDSMID.

(No. 17 of 1853.)

Financial Department, (Railway Branch.)

Enclosure.

To H. E. GOLDSMID, Esq., Secretary to Government.

SIR,

1. THE memoir on Indian railways by Major Kennedy, forwarded to the Government of India by the Honourable Court, and transmitted to the address of Mr. Chief Secretary Mallet, in a letter (No. 1026,) under date 22d December, embraces questions of so vast and extended importance that it seems to me useless to attempt the discussion of many of them in a paper like the present, which must necessarily be comparatively short, even if I were in possession of the requisite documents and information and felt myself qualified for the undertaking.

2. I propose, therefore, after some slight allusion to those matters which appear to be almost beyond my province, to confine myself to the portions of Major Kennedy's memoir more particularly affecting the question of railways on the Bombay side of the peninsula; and I trust to be able to show that the lines now selected and laid down after so much expenditure of time and money, and so much labour and skill on the part of those employed in the operations, are to be preferred on every ground to that suggested by Major Kennedy, apparently with the aid only of a map of the country before him.

3. The first twenty-two paragraphs of the memoir allude generally to the vast influence for good which will attend the introduction of railways in India. All this, few will be found to dispute. The writer, however, appears to dwell principally upon their influence on military affairs, and the increased efficiency that will be given thereby to the army, when the system is advanced to a certain point. This also will be readily granted, but when it is attempted to value in money the advantage thus gained, and to deduce therefrom with anything like precision the amount the Indian Government may at once raise, as capital or guarantee to private companies to push on the system in all directions at once, I must then confess that the interests involved are too vast, and the questions, political and financial, much too complex to warrant an individual in my position entering on the discussion, and it is therefore one of those subjects that I shall avoid.

4. Passing over, for the present, paragraphs 23 and 26 inclusive, which I shall consider in connexion with Appendix No. 3, "On opening a Railway from Bombay to the Table Land across the Lyhadree Range," to which they principally apply—we come to paragraph 37, which is subdivided into 12 sections of rules, by which it is proposed to govern railway affairs in India.

5. Propositions 1, 2, and 3 suggest that railways in India shall be ranged under two classes; in the first, the regulating gradient not to exceed 1 in 2,000, and in the second class 1 in 330.

1st. That all railways constructed in India shall belong to one of two classes; the first or the second class.

2nd. That the regulating gradient of the first class or trunk railway shall not exceed 1 in 2,000. (By regulating gradient is meant the gradient which shall regulate the load of the engine.)

3rd. That no regulating gradient of any second class or branch railway shall exceed one in 330.

6. Under peculiar circumstances, where the traffic of rail is all one way, as

for instance from the mouth of a coal pit to the shipping point, a down incline is an advantage; but under ordinary circumstances, where it may be hoped that the traffic, though possibly not equal, will be of considerable amount both ways,—every one will allow that the nearer the railway can be brought to a perfect level, the better.

7. Few countries, however, will admit of any considerable extent of line on a perfect level; and the more the surface of a country is varied by undulations, the more expensive does the preservation of easy gradients become. Supposing no difference of actual level to exist between two termini, still, if the intermediate country be of a very diversified character, an approach to a level line between them can only be preserved, either by heavy and costly works, or if the features of the ground will admit of it, by a very considerable extension of the line in its length, so as to follow the contour of the country. In practice, the object would probably be attained by partial resort to both methods, and then the talent of the engineer is called into play, so to balance these, that when combined with the estimated expense of working the line so completed, the best return may be given for the capital expended.

8. Railways are of comparatively such recent introduction, that many of us may remember what are frequently, though improperly, called the absurd ideas that were entertained with regard to the possibility of working them, not by the general public only, but by men of scientific note. It was, for instance, gravely asserted that an engine with a plain driving wheel, acting on a plain rail, would not advance, and that the wheel would simply revolve without propelling the engine: when the contrary was shown to be the case, equally incorrect views were advanced regarding the power of ascending inclines, the rates of speed attainable, the powers of traction, &c. In fact, with all our boasted power of reason, railways, like every other improvement in art and science, have been completely established by experiments, after a series of trials and errors.

9. The consequence of all this was that, as is now freely confessed, enormous sums of money were sunk in costly embankments, viaducts, tunnels, &c., with a view of preserving that close approach to true level which after-experience showed to be not absolutely requisite; and by this experience all parties are now profiting in setting out new lines. For it is to be remembered that, whilst the costliness of works must remain pretty nearly constant, especially those, such as heavy embankments and tunnels, in which the principal expense is the labour employed—vast improvements are yearly being effected in the adaptation of our own native powers, and there is therefore the less reason to sacrifice money in the construction of costly works, which may be in a measure avoided by some increase of gradients.

10. Admitting therefore that the nearer the line of railway can be made to approach a true level, the better—I still do not see the necessity of hampering ourselves with specific rules on the subject. It would appear quite sufficient when a line of railway is proposed between any two places, that care should be taken that it be laid out with as easy gradients as possible, consistent with a due regard to economy in construction and working.

11. I shall say little on the subject of the 4th proposal. The plan may possibly be a good one where the slope of a country is very flat, such as perhaps in Bengal, Sind, the desert between Suez and Cairo, where the intervening summit is attained by a regular and almost unbroken ascent. Western India, on this side of the summit of the Ghauts.

4th. That short alternate planes may be introduced to assist the ascent, not to exceed a length of half a furlong each, and not to be nearer to each other than one furlong and a-half.

* It is, however, hardly applicable to

12. Proposition 5 is one of those which had much better be left open for consideration in any particular case. I can see no sound reason for tying ourselves down not to undertake a line, merely because it is estimated to cost more than 5,000*l.* per mile of single line. If, on account of physical difficulties, the construction of a line to connect any

5th. That no line shall be undertaken when estimated cost shall exceed the average rate of 5,000*l.* per mile of single track; but that this rate of cost is not expected to include the bridging of large rivers, as the Soane, Jumma, &c., exceeding half a mile wide at flood level; such rivers are to be considered as breaks or temporary termini, where

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Indian Railways.
Governor General
to E. I. Company.
—
Enclosure

two places must necessarily cost from 8,000/ to 10,000/ per mile, surely, if the traffic between them offered every prospect of being a paying one, there is no sound reason in refusing to commence such a line merely because it exceeds an arbitrary amount per mile.

13. The proposition laid down as the 6th, is at present the rule observed on this side of India, with the exception of the short line through the islands of Bombay and Salsette, which has been laid down as a double line, for reasons on record.

14. Proposition 7, determining the character of engine to be used in India for the next ten years; proposition 10, relating to the number of trains daily on a line; and proposition 11, relative to passenger trains with engines of higher powers—are questions that might, I think, be also left for consideration by the directors of a company when the occasion offers, and would probably be better arranged at the time, with the concurrence of Government, than by attempting to dispose of the subject by fixed rules at present.

15. On proposition 8, I have little to remark—the circumstances of any particular case would be the best guide, but I do not anticipate any extensive application of piled foundations on this side of India.

16. The instructions conveyed in paragraph 20 of the Honourable Court's despatch, meet this point fully, as far as the real object of proposition 9 is concerned. As no expenditure whatever can be made by the railway company, without the sanction of Government, and it is determined at the time to which account it is to be charge, the great object of preventing anything being charged to capital which is properly chargeable to income is attained. If the letter of this proposition were enforced much difficulty might be experienced with Indian railways. A very large portion of the expenditure will necessarily be incurred in England, and if the opening of a line were delayed until the actual and final closing of every account at home, vast delay might occur, and the capital expended in the meantime be

goods or passengers are to be carried across on rafts.

6th. That no line shall be sanctioned except for a single track of rails, with masonry cuttings and embankments to correspond; the ground, however, required for a double track, to be in all cases secured.

7th. That no locomotive engine shall be introduced to India for ten years, except such as the rates between the length of stroke of piston, and the diameter of the driver wheels, shall sanction, with reference to the maximum load, notwithstanding any sacrifice of velocity on the journey. Rule No. 11 contains an exemption from this restrictions.

10th. That no more than one train daily shall run in each direction upon any line, until the traffic shall furnish more goods and passengers than one engine can carry; after which a second may start daily each way; and that when the traffic calls for three trains fully loaded per day, the arrangements shall be made for laying down a second track of rails.

11th. That notwithstanding the tenor of Rule No. 6, if on any line it shall appear that the profits exceed a dividend of six per cent. per annum, it shall then be permitted, if thought advisable by the directors of the company interested, to introduce engines of higher powers of velocity, with a view of running passenger trains separate from goods trains.

8th. That when piling for foundations be requisite, the foundations are to be laid to suit a double track, although the superstructure is only carried up for a single track.

9th. That no portion of any line shall be permitted to open for the transport of goods or passengers, until the capital account for the construction of such portion shall have been closed.

No. 27 of 1849 to
the address of the
Government of
India.

unproductive. Government on the terms of the guarantee being obliged to pay the interest agreed upon, I trust, at any rate, that this rule will not be made applicable in its strict letter to our present line between Bombay and Tannah. The contractor is about to claim his completion certificate, from which date his year's maintenance of the line will commence, and should the line not be worked for that period, or the greater portion of it, the contractor will make an extremely good profit out of the Rs.20,000 for which he is bound to maintain the line in working order for twelve months.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

17. On proposition 12 I shall offer no remark; the information alluded to if collected and recorded, would no doubt be of great value, but is applicable to many other improvements besides railways.

12th. That the height above the sea of all obligatory points throughout India, having reference to the construction of works, draining, irrigation, &c., such as the highest points or necks of valleys, the low passes in mountain ranges, be obtained and recorded with all convenient despatch on the maps now in progress of construction by the surveyor general's department; and that in addition to this, the height of numerous points of inundation level to be taken upon the rivers of India, and recorded upon the maps at intervals of two or three miles, so as to admit of the protraction of proximate sections of the slope of such rivers, and that any striking peculiarity in the lines of rivers or of the ground between adjacent rivers be reported upon to the surveyor general by his subordinate officers, such reports to be methodically arranged in his office as records.

18. Paragraphs 39 to 58 treat of matters of such vast political and financial importance, that I feel it would only be presumption on my part to enter in any detail upon such questions as the relative position of the Government and the natives of this country as landlords and tenants, or what percentage of the revenues is applicable to public works. Even the subject more particularly dwelt upon from pars. 50 to 55 of the memoir, the Appendix No. 1, and Table referring to fly sketch No. 2—viz., the grand trunk lines for the whole of India—I feel to be a question requiring much larger sources of information than is contained in a map of the country spread before me; and at any rate, it is not one to be discussed in a paper like the present, nor I trust will the progress of railways in this country be retarded for the full and final consideration of such an immense subject. We may, I think, whilst laying out our lines so as to occupy such parts of the country as offer fair chances of profitable working, at the same time keeping in view the grand communication of the country, very well leave the railway system in some degree to develop itself, for as the whole project suggested by Major Kennedy cannot be laid out and brought into action at once, the very progress of railways will probably tend in some measure to modify their future circumstances. I would also deprecate the attempting things on too great a scale in the first instance, and thereby risking failures and delays which may cool the rising confidence which seems to be entertained at home with regard to India as a country for investment of capital.

19. I shall now proceed to notice the subject alluded to in pars. 28 to 36 of the memoir, and Appendix No. 3, in which Bombay is more particularly interested.

20. It will be seen from par. 30, and also from the opening of Appendix No. 3, that Major Kennedy is not aware that the whole project for reaching the table land of Candesh by the Malsej Ghaut route has, after a most careful reconsideration and survey of other routes, been rejected for that by the Thull Ghaut, and that there is no intention now of attempting the ascent by a "fixed engine, incline of about six miles, with a gradient of about 1 in 18, or by an alternative incline of thirteen miles long with a somewhat reduced gradient." All exceptions therefore taken by Major Kennedy to these points, or to the

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

With letter No.
 548, dated 27th
 Sept. 1852.
 Copy sent to Go-
 vernment of India,
 with letter No.
 450, dated 15th
 October, 1852.

branches from Alleh to Candeish and south-eastward to Sholapoor, are now of no force. Neither is it the intention that the grand trunk line between Bombay and Agra "should pass over no fewer than four *unnecessary* and *fierce* " *ranges* of mountains;" indeed it is no object, at any rate at present, with those in Bombay interested in railways, to look towards Agra at all. Our object is to reach the table land of the Deccan and Candeish as speedily as possible; and this, I am fully persuaded, is provided for in the project now before Government in the report forwarded by the railway company.

21. It is difficult to place in favourable contrast the magnificent projects put forward in the 31st and 32d pars. of the memoir, viz., for establishing a railway communication between Agra, Candeish, and Berar, the valleys of the Nerbudda and Soane, and west by Guzerat, Kurrachee, the Indus, &c., and the present more humble views of the railway company—the one plan being of so very general and extended a nature, and the other, comparatively speaking, so small; and, therefore, whilst not disputing the eligibility of Major Kennedy's mode for opening the communication of all those districts with Bombay, (vide conclusion of para. 32,) it will suffice to say that the views of the capitalists interested in our present line are of a much less extensive description. Whether an immediate railway communication with Surat and thence onward to Agra, is desirable or not, in a political point of view, Government will of course be the best judges, and if necessary will probably undertake the project; in the meantime there seems to be no necessity for such interfering with the plans for an entirely different line of railway into Candeish now before Government.

22. It will therefore be as well to narrow the limits of the discussion as much as possible; and with this object, I will take the one point of opening up Candeish, one of our richest provinces, by railway communication with Bombay, and compare Major Kennedy's suggestions for doing this with those proposed by the railway company.

23. Major Kennedy in his 31st par. writes—"The same reasoning which overthrows this project as a general trunk line between Bombay and Agra, holds equally against that portion of it intended to open an intercourse between Bombay and the districts of Candeish and Berar. On this portion of it the aggregate amount of rise and fall would probably exceed considerably 4,000 feet, whilst by the coast we go level to Surat and branch off by the Taptee Valley at the slight gradient of the river without passing any range whatever, nor would the distance by this route exceed that over the Ghauts."

24th. It will be observed from the Railway Extension Report, that the proposed line has been surveyed and roughly estimated from Callian to Mumnaur, just within the borders of the province of Candeish, and the aggregate amount of rise and fall will not be anything like the quantity named by Major Kennedy. It would be unfair to judge of the proposition in the memoir by bringing Major Kennedy's line, after entering Candeish, down to Mumnaur, as it would place him at a great disadvantage, by carrying him through the very worst part of the Daung jungle, and making an unnecessary bend to the southward in his line. I shall suppose, therefore, that it is intended by both lines to reach Lowda, which, situated towards the eastern extremity of Candeish and in the grand route for central India, will admit, I think, of a fair comparison of the two lines.

25. To quote again the conclusion of par. 31: Major Kennedy writes, speaking of the intercourse between Bombay and Candeish—"By the coast we go level to Surat, and branch off by the Taptee Valley at the slight gradient of the river, without passing any range whatever; nor would the distance by this route exceed that near the Ghauts." Perhaps no stronger instance exists than is contained in the above quotation, of the uselessness of attempting by the mere aid of a map, without personal local knowledge of a country, to set out the course of a railroad. Of the physical nature of the country through which he proposes the line to run, Major Kennedy would appear to be absolutely ignorant, for I am obliged to conclude from the whole tenor of his memoir as regards the western side of India, and the Ghauts in particular, that he has never visited it or them.

26. In the first place, if we take the coast road from Bombay to Surat, we find it, it is true, pretty level, but interrupted constantly by the mouths of considerable rivers, two or three of them amounting to arms of the sea, one and two miles wide; probably, however, the inner route might be chosen, and this,

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 1852. Copy sent
 to Government of
 India, with letter
 dated 15th Octo-
 ber, 1852, No. 450.

it is true, would avoid the broadest portions of some of these, but even here they would interpose, in some cases, as most serious obstacles. In fact, whether by the immediate coast line, or the inner route, the whole line of 190 miles in length to Surat is open to the serious objection of directly crossing the whole drainage of the country, and that at the lowest, and, consequently, broadest portions of all the rivers; the line would be interrupted by ferries in certain instances, and in others these could only be avoided by heavy works in the shape of viaducts.

27. From Surat turning eastward, no great difficulty would probably be experienced through the province of Guzerat, but at the entrance to Candeish where the Taptee breaks through the line of Ghauts, having the Sat Poora hills on the north bank, and the end of the Western Ghauts on the south, the case is very different; at this point, where so much is expected to be gained by turning the range of hills, it will be necessary to give a general description of the country, in order that an idea may be formed of its eligibility for railway purposes.

28. In the first place I may mention, that for seventy or eighty miles along this part of the river's banks the neighbouring country is, for the greater portion of the year, deadly to all but the few scattered tribes of Bheels dwelling in its dense jungles and ravines. I have made particular inquiries in these matters from those who have, when occasion permitted, passed through these districts; but, perhaps, I could not put the case in a stronger light than by quoting a report, now before Government in the General Department, being one made by Mr. Edwards of his survey during last year of the river Taptee, with a view to the rendering it navigable. As this report was framed with no view to railway affairs, the incidental notices of the features of the country will have the greater weight, as being unbiassed in any degree.

29. Here then is his description of the break in the hills through which the Taptee flows from Candeish into Guzerat: to prevent confusion it is to be observed, that in his survey he is proceeding down in the river, and we are now advancing up it; he writes, (paragraph 10,) "As we advance into the Daung Jungle, the spurs from the Sat Poora hills and the tail of the western Ghauts converge towards the river, the banks become very high, as much in some places as 150 to 200 feet." Again, (in paragraph 12,) he says, "At Purkassah, however, the jungle begins, the villages and the cultivation gradually disappear, until we arrive at Kookurmoonda, beyond which nothing but a few Bheel huts in clusters of three or four, and an almost impenetrable jungle, without a vestige of even a bullock track, exists; the surrounding country is also ragged and hilly, and is very much infested with tigers. This state of the country continues as far as Carranjeeah, a distance of seventy-five miles." If to the above is added the fact, that the climate of this part of the country is, to all but the few savages bred in it, for the greater portion of the year deadly, little further, I think, need be said to make it clear that the immediate vicinity of the river must be avoided; and how far this would be done without becoming entangled in the rough ground of the hills on either side, a special survey only could determine. It will be seen, from further quotations, that the river is liable to heavy floods, and that safety from them is to be found only in keeping the general level of the country; this in a district intersected in every direction with ravines 150 and 200 feet deep, will admit of some judgment being formed of the probable costly nature of the requisite viaducts and embankments. The above is, I think, quite sufficient to shew that the facilities of this route are not so great as Major Kennedy would seem to suppose.

30. But now, having reached the province of Candeish, the greater difficulties no longer exist; still Major Kennedy's route generally must hold to the immediate vicinity of the river. The accompanying map of the province of Candeish will probably give a better idea of the features of the country than can be gained from a smaller one. I have laid down an imaginary route, supposing Major Kennedy to enter the province on the north bank of the river. As this, however, it may be remarked, would have entailed the necessity of crossing the Taptee somewhere within the province of Guzerat, where it is very wide, it is not likely that it would be selected by him. It will be seen that the route crosses the whole drainage of the country; the line by the north bank, after clearing the teak forest, would probably be found the more

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

preferable, still it will be seen that it must cross considerable rivers and water-courses. Let us now see what is the character of the river and its immediate vicinity.

31. Mr. Edwards writes, (paragraph 10,) "In the province of Candeish the banks are about sixty feet high, consisting of an upper and lower one,—the upper is composed of black earth, and is on a level with the surrounding country, but the lower bank is of yellow earth, and is *very much cut up into ravines.*" And again, (in paragraph 13,) "*I think it was in a flood fourteen years ago, that several of the villages in Kandeish, which were situated on the lower bank of the river, were swept away.*" The devastation of life and property was great, and those that had the good fortune to escape were left destitute. I have observed that in no instance had any village that was situated in the black earth suffered injury, whilst almost without exception those in the yellow earth suffered more or less, and, in fact, the inhabitants have now deserted several of their old villages, and founded new ones on higher ground." If the above had been written with a sole view to railway matters it would not have been more to the purpose. It is clear that the railway could only be carried on in the vicinity of the river at the cost of most extensive works; but under the supposition that the line might be kept at such a distance from it as to avoid the greatest of these difficulties—still this portion from the entrance to Candeish by the Taptee to Sowda, cannot compare with the portion from Mumnaur to Sowda.

32. The line from Callian to Mumnaur has been surveyed, and the results are now before Government. From Mumnaur I mark down the possible route to Sowda, and a mere inspection will show the very different conditions of this line from that of Major Kennedy with respect to the crossing of the drainage of the country.

33. It would seem that nearly enough has been said with respect to the route to Candeish via Surat and the valley of the Taptee, but there is one more point upon which I must meet Major Kennedy. To quote again the conclusion of paragraph 31 of his Memoir, "By the coast we go level to Surat, and branch off by the Taptee valley and the slight gradient of the river, without passing any range whatever. *Nor would the distance by this route exceed that over the Ghauts.*"

34. Major Kennedy evidently here has in view the route first proposed, but now rejected, via the Malsej Ghaut; but, even in this case, the assertion in the concluding portion of the paragraph would not be strictly true, for by simple measurement in the map the route via Surat and Taptee would be to that via the Malsej Ghaut as sixteen to twelve nearly, while it is still less favourable compared with the present line via the Thull Ghaut. The three points, Bombay, Surat, and Sowda, or any other town in Candeish, if connected, would constitute very nearly a right-angled triangle, (vide accompanying diagram,) of which the route via the Thull Ghaut, would be the hypothenuse. One leg of this triangle, from Bombay to Surat, measures 190 miles—the other, from Surat to Sowda, without allowing anything for deviations of the railroad, is in a straight course at least 200 miles, making a total, if Major Kennedy's route were followed, of 390 miles. The distance from Bombay to Callian by the line at present in construction is thirty-two miles; from Callian by the Thull Ghaut to Mumnaur by the line already surveyed, and of which the plans are before Government, is 128 miles, and from Mumnaur on to Sowda may be put down at 115 miles; making thus a total of 275 miles only against 390 miles in the route by Surat and the valley of the Taptee.

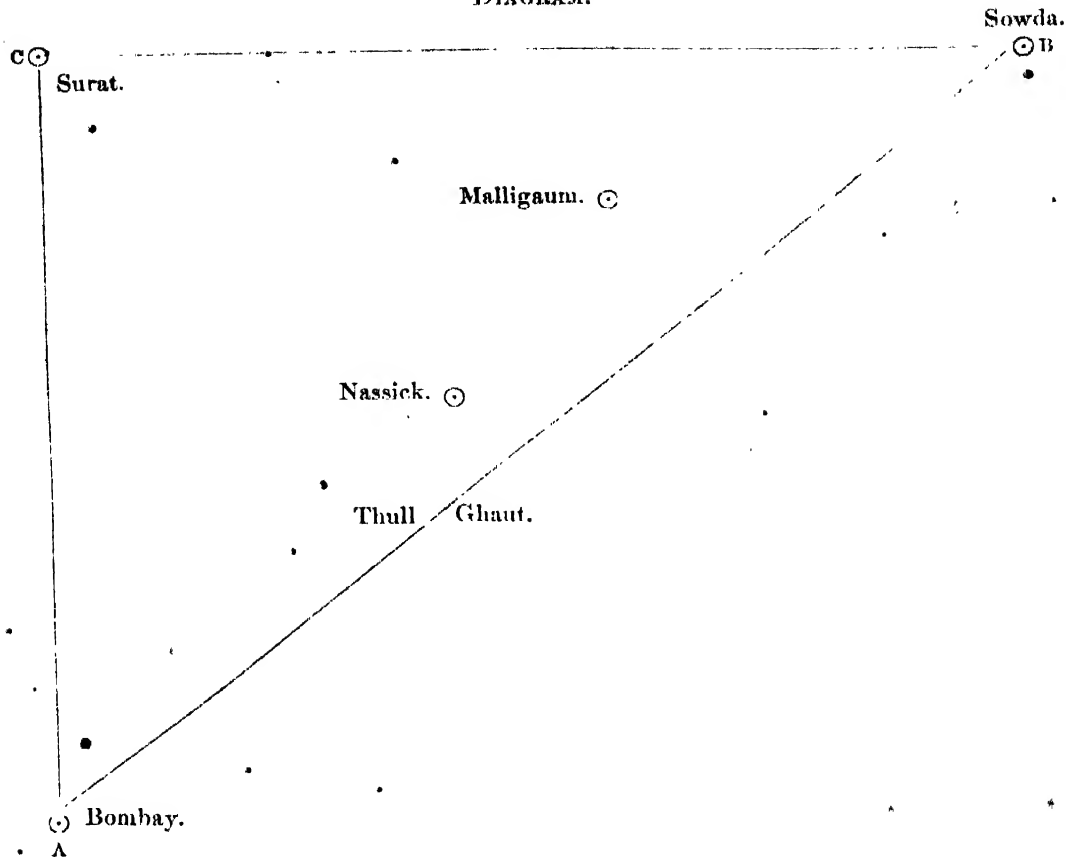
35. We will assume that either line is constructed at Major Kennedy's minimum of 5,000*l.* per mile; not admitting, however, the sufficiency of such a sum, yet, for the sake of comparison, that amount will do as well as any other. We have then the first cost of the one line 1,950,000*l.*, whilst the Thull Ghaut route would be only 1,375,000*l.* But, in addition to this, due weight must be given to a further very important point—not only would there be this difference of first cost of construction, but the cost of working and maintaining thenceforward 115 miles of unnecessary railway.

36. That the traffic would bear this I think highly problematical, the more so as in a commercial point of view (I put political questions aside), the line of 190 miles between Bombay and Surat cannot be calculated upon as one that could be worked at a profit. Surat is still a port of considerable importance, and for

(390 Miles at
5,000*l.*)
(275 Miles at
5,000*l.*)

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

DIAGRAM.



A. C. 190 miles } 390 miles ; route proposed by Major Kennedy.
 C. B. 200 miles }
 A. B. 278 miles ; route selected by railway company.

eight or nine months of the twelve, the communication between it and Bombay, by boats and steamers, is constant and regular. Taking the cost of tonnage between the two ports at 4s. and 8s. per ton, for heavy and light goods respectively, by the sea route, it is evident, that unless the rates by rail could be reduced to somewhere about one farthing and halfpenny per ton per mile for these 190 miles, there would be little prospect of any considerable portion of the staple traffic, cotton, being conveyed by its means.

37. I think that I have advanced sufficient to show that Major Kennedy's proposal for opening the communication between Bombay and Candeish, via Surat and the valley of the Taptee is in the first place, under the present circumstances of the country, hardly practicable; and that were it otherwise, it could not compete profitably with the route now proposed for adoption by the Great Indian Peninsula Railway Company. On the merits or demerits of this fact I shall not now enter; it has already been placed before Government in a clear and practical report, and the nature of the works required, the probable cost of the undertaking, and all other points of importance are deduced from close actual and laborious survey of the country. It is, therefore, deserving of support against any propositions which are not based on equally sure data; and the crowning argument in favour of the Thull Ghaut route into Candeish over that by Surat, is this,—that by it we occupy a line of large present and yearly increasing traffic; the Thull Ghaut road, bad as it is in many portions, being the great line of communication between Bombay and central India. By the route of Surat and the valley of Taptee we should pass through a line of country on the first 190 miles, in which, at present, nothing to be called a traffic exists, that being all sea borne; whilst through a large portion of the remainder we should pass through a country in which, at present, not even a foot track exists. It is a hazardous experiment, even under far more favourable circumstances than that now before us, to attempt to interfere largely with the established commercial routes; and no sound reason exists for attempting to disarrange that already adopted by the traffic of the country.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

38. If, in what I have now said, I have succeeded in showing that the route by the Thull Ghaut to Candeish is preferable in every respect to that proposed in Major Kennedy's memoir, but one more point remains for me to enter upon; viz., the method suggested by Major Kennedy for ascending the Ghauts.

39. I feel the greater difficulty in this matter, because I have to argue seriously against a project which I am confident could never have been for a moment entertained by any person who had, I will not say carefully examined this range of mountains, but merely ridden along their base and looked at them. I shall, however, treat the question as shortly as possible; and for this purpose will take up the case of the ascent of the Bhore Ghaut, under the circumstances that will be most favourable to Major Kennedy, viz., to assume the steepest gradient, (he admits 1 in 176, requiring a base of fifty miles in length to overcome the ascent,) and suppose it for the present, for the sake of argument, a practicable scheme in an engineering point of view.

40. The present line of railway is now in course of completion up to Callian; we may, therefore, take this as the starting point:—first, then, as to mere mileage.

From Callian to a point fifteen miles south of the Malsej Ghaut, the point selected by Major Kennedy for the commencement of the incline, the distance is about	-	35 Miles.
Ghaut incline	-	50 "
From top of Ghaut to Poonah	-	40 "
		<hr/>
		125 "

By the route surveyed and mapped, and which is now before Government, the distance from Callian to Poonah is

	-	81½ "
Difference in favour of the Great Indian Peninsular Railway route over that now proposed	-	43½ "

Valuing this at Major Kennedy's rate of 5,000 <i>l.</i> per mile, his line would cost	-	£625,000
Whilst that now before Government would cost	-	407,500

Difference in favour of present line		£217,500
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Although this price of 5,000*l.* per mile is far too low, it serves as well as any other amount for the sake of comparison—for, of course, the same prices must be applied to both projects. Major Kennedy's rate cannot be assumed for his line, and our higher one, obtained by survey and calculation on the ground, used for the other route.

41. Thus much then for the mere first cost of the lines; but what is to be said in favour of that one, which so unnecessarily lengthens the distance between two places upwards of fifty per cent.; or if, to quote Major Kennedy's own words, (paragraph 57,) "the traffic of India has no broad margin like that of England, to cover grave errors," to what are we to look to compensate for the annual maintenance and working of forty-three miles and a half of unnecessary line, contemplated in laying out that between Callian and Poonah with a length of 125 miles, when the same can be accomplished efficiently with eighty-one miles and a half of railway? If the traffic of India should prove to be of the character supposed by Major Kennedy, is it likely that it would easily bear an addition of upwards of fifty per cent. to its mileage?

42. But I have now to take up the subject of the feasibility of the scheme proposed by Major Kennedy for the ascent of the Ghaut. Major Kennedy commences this part of his case with an estimate of the cost of tunnelling, premising that the Ghauts are most favourable for work of this description. Not to take up too much time on this part of the question, I will merely refer to paragraphs 11 and 13 of my report (No. 126), of the 7th October 1852, and mention that whatever may have been the opinions formed by those engaged in the first examination of the Ghauts in 1845-6, actual experience in tunnelling operations on the present line of railway, and a knowledge that the nature of the rocks to be encountered on the Ghauts differs in no material degree from that with which we are now engaged, has led us to decide that, by every possible means, tunnelling operations are to be avoided in India. To say nothing of the

expense, there is the element of time—one perhaps of even greater consequence. I need only mention, that in our present operations on two comparatively insignificant tunnels, the progress in the one, under the most favourable circumstances, has averaged only five yards per month on each face, or ten yards on the two faces; and this, working night and day, with free labour and skilled European superintendence. In the other tunnel, where greater difficulties have been experienced, so much as twelve weeks were consumed in one instance in completing fifteen feet in length. The question of time is, I am confident, quite sufficient to upset any scheme involving the execution of very extensive tunnelling. What, then, must we conclude with reference to Major Kennedy's plan, which contemplates fifty miles of line on the face of the Ghauts, of which, according to his own anticipations, half a mile in every mile would consist of tunnels, or twenty-five miles of tunnelling altogether?

Indian Railways
Governor General
to E. I. Company.
Enclosure.

43. Of the estimate framed by Major Kennedy of the expense of operations, of this nature, I shall say little; either some great clerical error has occurred in putting together his memoranda on the subject, or in estimating the expense of tunnelling at 6*d.* per cubic yard, or 17*s.* 6*d.* per yard forward for a tunnel for a single line, he has left out of the calculation the cost of convict labour, the feeding and guarding the convicts, the value of the superintendence afforded him from the public service, and other items—to say nothing of the want of any information regarding the nature of the material in which his operations were carried on. All this I must be permitted to say renders his estimate of no practical value. It may be very well in an occasional public work, where all circumstances suit, for Government to employ convict labour upon it; but it must be evident that on any very extensive scale, such as a long line of railway, this could not be done either with safety or profit; and I speak from experience, having had charge for a long time of subsidiary jails employed on public works. To attempt to reject from the calculations of the cost of a work the expense in maintenance, &c. of the convicts employed is a fallacy and a species of self-deception. I will conclude this part of the subject, viz., the estimated expense of tunnelling, put down by Major Kennedy at 6*d.* per cubic yard, by mentioning that this is, as near as possible, the cost in Bombay of digging foundations in ordinary soil, whilst the cost of excavating rock in ordinary circumstances varies from 2*s.* 6*d.* to 3*s.* per yard.

44. But I have now to consider the actual nature of the scheme proposed. Major Kennedy writes: "The precipitous face of the Syhadree range will probably be found to average about one perpendicular to three horizontal, with an elevation of 1,500 to 1,800 feet at some of the Ghauts above the more level country at its base, its crest for the most part offering a serrated line, with alternate salient and re-entering segments of curves of varying radii, and chords which we may assume to average somewhat less than semicircles of about half a mile radius, and occasionally diversified with spurs of considerable projection. The principle upon which these data should be dealt with in order to procure at the lowest cost a road fitted for a locomotive followed by a remunerative load, will be to conform as much as possible to the natural contour line of the hills, where the width can be obtained by simple side cutting, intersecting where necessary such portions of the projecting segments by cuttings or tunnels, and of the re-entering segments by embankments or viaducts, as shall bring the general line within the limits of well-considered radii of curvature." He then goes on to propose, that for the purpose of ascending the Bhore Ghaut, for instance, a point for commencing the ascent should be chosen about fifteen miles south of the Malsej Ghaut, and at the foot of the range, and an incline with a slope of 1 in 176 formed along the face of the mountains, partly by side cutting and tunnelling and partly by the construction of viaducts, until such slope would come out about the summit of the Bhore Ghaut.

45. It is a very difficult thing, requiring a peculiar talent—that of scenic description—to bring by simple writing an ordinary landscape clearly before the mind's eye; and not laying claim to such art, I despair in great measure of enabling a stranger to the Ghauts to realize fully the nature of the district. Nothing but plans and sections of the most detailed and accurate description would enable me to do this; but I assert, and that without fear of contradiction from any person acquainted with the Ghauts, that the project of Major Kennedy is but one step removed from the impossible.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

46. His description in the before quoted paragraph of what the "Syhadree range will probably be found," I must be permitted to say, affords anything but a correct idea of the nature of that range. The Ghauts have been likened to a wall, and not untruly so; broken this wall is by huge chasms, and in places by projecting spurs. Whether the slope, where there is a slope, would be found as Major Kennedy anticipates, to average about one perpendicular to three horizontal, I cannot say with precision; but throughout the entire length of the Ghauts from north to south, there is one feature which he has overlooked, and that is, that there exists a sheer precipice in the strictest sense of the word, varying from 200 feet to, in some places, perhaps 500 feet perpendicular height. This precipice is not always the very crest of the range, but is found perhaps generally between the middle and the top; it is broken by huge fissures, and in many places runs out, apparently only to recommence a short distance further on. During the monsoon, cascades in all directions pour over the face of this bed of rock. A line of road taking up this after the fashion proposed by Major Kennedy would, setting aside all other difficulties, come out upon chasms the passage of which would require viaducts of a description, I may safely say, hitherto unprecedented for height or magnitude.

47. As to the commencement of such a work, I may observe, that to get even a footing for the workmen, it would be necessary throughout considerable length of it; to sling the men over precipices, there to commence operations in situations where yet the foot of man never trod. I have said before that the work is but one remove from the impossible, and in these days it is impossible. It is one of those works that might be attempted, and perhaps carried out by a ruler of irresponsible power and unlimited command of men and money; and when completed it would rank as one of the most, if not the most stupendous works of the sort—stupendous, not in the same sense as the Britannia Bridge, where it is the grandeur of the conception and the bold application of an entirely new theory of engineering that excites the wonder of the spectator, but only from the consideration of the vast amount of labour and money that must have been expended in its construction.

48. After what I have now said, it would seem superfluous to advance further objections to the project, but there is one which I would yet mention. It is proposed to construct a line of railway gradually creeping up the face of a precipitous range of hills for a length of fifty miles. The annual fall of rain varies from 180 to 200 inches at Khandallah, and this falls principally in three months of the year. Of the works necessary for the protection of a line crossing at right angles the whole drainage of such a locality, all must at present be surmise. I will, however, mention that in 1832, 1833, and 1834, I was employed at Khandallah and its vicinity. This was but shortly after the opening of the new Bhore Ghaut road, which, only four miles in length, ascends a spur without any very extensive side cutting; nevertheless, wherever the natural soil has been disturbed by side cuttings, though all ordinary precautions had been taken, vast masses during the monsoons would frequently slide down on to the road from above, rendering it almost impassable for days, and requiring the constant labour of a body of men to keep it clear; and although of course the frequency of such accidents has diminished by time, and when they do occur they are not of the same extent, still even at this date, after the road has now been open for upwards of twenty-two years, partial slips do take place. The case of a railroad subject to such accidents for fifty miles of its length can be better imagined than described.

49. Major Kennedy estimates the cost of this work at 5,000*l.* per mile. I have already shown that one of the principal data upon which he founds this estimate, viz., the cost of tunnelling, is erroneous. I will not, however, undertake to correct his estimate by stating what I think the work would cost, as I could not presume to attempt such a thing without the most detailed plans and surveys; though, as far as my own credit goes, I feel that I might safely do so—for the sufficiency or otherwise of such estimate would, I am sure, never be practically tested.

50. There is one more observation which I would be permitted to make. It is, I am aware, strictly speaking, no argument, but is still worthy of some consideration on an occasion like the present. The project for ascending the Ghaut laid down by Major Kennedy contains no new idea; everybody is aware that a better gradient is found by leading a railroad or an ordinary road along the

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

face of a hill and gradually surmounting it, than by facing the said hill in a more direct manner. I would ask, therefore, is it just to the numerous parties of all descriptions, well acquainted with the ground, who have given their attention to this subject, to say nothing of the talented and experienced civil engineers who have for the last two years been engaged in a laborious instrumental survey of the whole district, to suppose that the very obvious plan proposed by Major Kennedy, if feasible, should have been so utterly lost sight of by all, and remain to be discovered by one at a distance, and who evidently cannot ever have visited the locality.

51. Before closing, I would beg to apologise for the seeming prolixity of this letter, but I have been placed under the serious disadvantage of having to combat propositions, which I am bound to say are in many instances advanced on no better grounds than the writer's assumption. Propositions brought forward in this way can of course be stated with whatever brevity the writer pleases; whereas objections to them necessarily require that the subject be more fully discussed.

52. One more point I would request permission to mention. It has not anything directly to do with the matter in hand, and may possibly appear somewhat personal. Should the Right Honourable the Governor in Council deem what I have advanced of sufficient force to allow of his adhering to his former opinion, with respect to the project for the extension of the railway beyond Cullian, and see no reason to propose to the supreme Government and Honourable Court any modifications of it, consequent on the receipt of Major Kennedy's memoir—it may then happen that that memoir may be recorded without being sent for consideration to the railway company. In such case I feel it to be almost an injustice to gentlemen with whom I have now been associated for the last three years, that certain passages of the memoir should be placed on the Government records without notice, especially as those gentlemen will not have the opportunity of protesting against the spirit of them. I allude more particularly to paragraphs 24, 25, and 26 of the memoir. I shall not enter into a discussion as to what parties were most to blame at home, more especially during the period when what has been well designated as the railway mania prevailed. Possibly there was blame attachable to all sides, but there is nothing whatever to show that it all rested with the engineers. I will only ask permission to state, that from the habits of intimacy upon which I have been with the gentlemen now in the employ of the Great Indian Peninsula Railway Company, as well as what I know officially from my association with them on matters of duty for the last three years, I do believe that there are no grounds upon which useless extravagance on their part is to be anticipated, but on the contrary, I have every reason to know that they are one and all most anxious to economize as far as safety and sufficiency of the works will allow.

53. The capital raised for the line from Bombay to Cullian was 500,000*l.*; of this there are now good grounds for anticipating that there will be a clear saving of 100,000*l.* This is no ordinary circumstance, either in railway affairs or large public works in general, and when the work done comes to be compared with the amount expended upon it, the extremely economical views of even Major Kennedy may possibly be satisfied. From the sum of 400,000*l.* a deduction must first be made of 30,000*l.*, admitted by the Honourable Court under the head of previous expenses, and applicable to charges incurred in the examination, &c., of the Malsej Ghaut scheme some years ago. That the present scheme has benefited by the examinations and surveys then carried on, there can be no doubt, although no part of the said sum of 30,000*l.* was actually expended on the present project.

54. The sum then, actually expended, it is now pretty clearly seen, will amount to about 370,000*l.*, and we may now inquire what has been done for this money.

55. First then, including the Mahin branch, the contracts now in hand (two of which are approaching completion) exhibit a total length of railway of somewhat upwards of thirty-three miles—this divided into 370,000*l.* will give an average rate of about 11,212*l.* per mile. But of this thirty-three miles no less than twenty miles or nearly two-thirds is completed as a double line. This twenty miles of double line through the islands of Bombay and Salsette, are from local circumstances of a much more expensive description than would be the case further inland.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

56. There are first of all two expensive road bridges carrying the ordinary road over the rail, for the two most frequented thoroughfares of Bombay; there are other two also, but in situations where, from the line being in a cutting, they are of a less expensive nature. Again, the level crossings and gates rendered necessary by the great number of public roads intersected by the line are very numerous, and throughout the vicinity of the town the fencing, either walling or palisade fence, is of a much more expensive character than is required elsewhere.

57. Again, although the country is generally favourable throughout, there is an extensive embankment across a deep marsh, a very large viaduct of twenty-two arches, and one large opening of eighty-four feet with box iron girders. This viaduct, crossing a large arm of the sea, has a headway of thirty feet above high water mark. Some distance beyond this there is another viaduct over a salt water creek, besides two tunnels, which although of no great length, add considerably to the cost of an otherwise ordinary line. Where the line is laid as a single line, the works, such as bridges, viaducts, tunnels, &c., have all been constructed for a double one.

58. In addition to the above there are on the islands of Bombay and Salsette alone, consequent on the anticipated requirements of the passenger traffic of a very populous district, no less than five stations, not including the terminal one at Bombay, sufficient for the line when extended to a much greater distance into the exterior.

59. There is much here then which takes the line out of the category of ordinary lines, but there is this yet further to be considered, that besides the works above alluded to, there has been provided a rolling stock with all requisites sufficient to work at least fifty miles of railway, and many preliminary expenses not to be expected in future have been included in the amount of 370,000*l*.

60. The above will, I think, be sufficient to show that economy has not been lost sight of.

61. In conclusion, I think it may be granted that the construction of a line of railway into Candeish, as proposed by the railway company, via the Thull Ghaut, is of direct and immediate consequence to Bombay, whatever great political value there may be in any of those suggested by Major Kennedy. One of our richest provinces on this side of India is approached by the most direct route. It is not sought to divert the traffic of the country, but only to occupy the route it has followed for a long series of years. The country onwards from Candeish appears to offer every facility for the extension of the line to the eastward, so that we may hope to fall in with the Calcutta line in its extension to the north westward, and thus complete the communication between Bombay and Calcutta by rail, a result looked forward to, I imagine, with much greater anxiety by the mercantile interest in Bombay, than a present communication with Agra.

62. If in what I have written I have succeeded in showing that, for a communication between Bombay and Candeish, the route by the Thull Ghaut is far preferable to that proposed by Major Kennedy, via Surat and the Taptec, and also that Major Kennedy's plan for ascending the Ghauts by an incline along their face for a length of at least fifty miles is not feasible, I trust Government will feel induced to continue the support already afforded to the designs of the Great Indian Peninsula Railway Company. If delay occurs, and the work is not pushed on beyond Callian at once, so as to meet the general traffic of the country, the portion now completed, or nearly so, will be next to useless. The delay will intimidate capitalists at home, and as far as natives of this country are concerned, must destroy any confidence they might otherwise have had in railways in general, when they see a project so energetically commenced, and carried through to a certain point, stopped, for reasons they can never appreciate. I feel confident that, if our railway is stopped pending the consideration of Major Kennedy's extensive projects, the delay which must necessarily ensue will paralyze railway progress for years to come.

I have, &c.

(Signed) J. H. G. CRAWFORD, Captain,

Superintending Engineer, Railway
 Department.

Bombay, 31st January 1853.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

P.S.—In par. 11 of the above Report, I have alluded very shortly to the 4th proposition in par. 38 of the memoir, relative to what Major Kennedy terms impulsive planes. I merely said, “the plan may possibly be a good one,” and ventured no further in the discussion; seeing that, whatever might be its value in a country of a generally uniform slope, it was quite inapplicable to Western India, where the features of the country would obtrude questions of much too great importance relative to gradients and corresponding works, to allow of a line being laid out with anything like an approach to the minute uniformity which Major Kennedy apparently desires.

2. On reading over again, however, note (A.) to par. 52 of Major Kennedy’s Memoir, where he says, “A principle has occurred to me, as given in Appendix No. 4, by which the engine may be enabled to surmount considerable ascents with the *load due to a level road*,”—it has struck me that Major Kennedy may mean that he has discovered a plan by which he can move a weight a certain height without a corresponding exercise of power. The note either means this, or there appears to me a want of that precision with which a mathematical proposition requires to be enunciated.

If A B represent a given gradient, it appears to me that, in the end, just as much power must be exerted to move a given load, say 100 tons, from one point to the other by any other disposition of the rails—as, for instance, A D, D B—as if the load had been moved along the uniform slope A B.

3. This is not the place for the discussion of a mechanical problem. I merely mention what I have now said, that I may not seem, in par. 11, to concur in any mechanical fallacy.

31st January 1858.

(Signed) J. H. G. CRAWFORD,
 Superintending Engineer.

True copy.

(Signed) H. E. GOLDSMID,
 Secretary to Government.

ABSTRACT of Major Kennedy’s Memoir.

Enclosure.

The accompanying memoir, by Major Kennedy, on the subject of railways in India, has been forwarded by the Court of Directors for the consideration of the Governor General of India in Council. The following is an outline of its contents:—

Considering that the Government, when it guarantees a return for capital invested in Indian railways, should not only be convinced of the incalculable benefit of railroads in India, or rest satisfied even with the almost certainty of the money so invested affording ultimately a remunerative return, but is bound and entitled to be assured of a direct and immediate equivalent and gain to itself from the establishment of railroads, by which, in the event of being called upon to pay the guarantee, it would be enabled to do so without any additional charge upon the revenues. Major Kennedy endeavours to show whence such an equivalent gain may be looked for, and what measures are necessary for securing it.

The increased efficiency of the army, which would result from a well-arranged system of railways, and the corresponding reduction in its cost, would, in Major Kennedy’s opinion, of itself repay the outlay of the whole of the payments guaranteed by Government.

“No one will deny,” he observes, “that the efficiency of an army is in some inverse ratio to the time required to concentrate such a preponderating

Indian Railways. " force of well-trained troops on any given point of its lines of defence as shall
 Governor General " secure victory over the largest hostile force that can be expected to
 to E. I. Company. " attack it.

Enclosure.

" What the exact ratio of increased efficiency may be, compared with the
 " increased power and rapidity of concentrating troops, and conveying artillery
 " and commissariat supplies to the first place of assembly for a campaign, as
 " well as in the subsequent supply of reinforcements and provisions, it is diffi-
 " cult to express in precise numbers; but it would probably not be straining
 " the argument to assume that two-thirds of any given army for the protection
 " of British India would be much more efficient where a field force of 50,000
 " or 60,000 men, with ample artillery, stores, and provisions, could be con-
 " gregated on any point of its vast lines of defence in twenty, forty, or sixty
 " hours, than the whole of such an army would be under the present system,
 " requiring a mean period of three or four months to bring such a force
 " together."

But although one-third of the numerical strength of the army might thus be dispensed with, Major Kennedy does not calculate on a reduction of the military expenditure in the same proportion. Certain charges are such as would not be diminished by the power of rapid movement and concentration, and for such charges he allows one-fourth of the whole. One-third of the remaining three-fourths, *i.e.*, one-fourth of the whole, he assumes as the probable amount of saving that would result from the introduction of railroads, and this amount therefore he considers may be fairly held to be available for investment in railways.

Quoting from the last Parliamentary Returns, Major Kennedy puts down the military expenditure of India as it was in 1848-49 at Rs.982,99,356, and in the annexed table he shows what might be done with the saving on this amount at different rates of guarantee on capital and of cost per mile of construction.

TABLE ABOVE REFERRED TO.

	Present cost of Military Establishment given in Parliamentary Return for 1848-9.	Annual saving on Military Establishments which would accrue from the introduction of Railway intercourse.	Capital which may be raised for construction of Railways upon annual saving in Col. 2.			Number of Miles of Railway which may be constructed by Capital in Col. 4, at per Mile.						Number of Miles which may be constructed by Capital in Col. 5, at £3,000 per Mile.
			5 per Cent. per Annum.	4 per Cent. per Annum.	3 per Cent. per Annum.	£ 5,000.	£ 6,000.	£ 7,000.	£ 8,000.	£ 9,000.	£ 10,000.	
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
	£	£	£	£	£	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Bengal	4,933,538	1,248,384	24,967,680	31,209,600	41,612,800	6,241	5,210	4,438	3,901	3,467	3,120	8,322
Madras	2,620,621	655,155	13,103,100	16,378,875	21,838,500	3,275	2,729	2,339	2,047	1,819	1,637	4,367
Bombay	1,715,775	428,943	9,578,560	10,723,575	14,208,100	2,144	1,787	1,531	1,340	1,191	1,072	2,859
Total	9,329,953	2,632,482	47,649,640	58,312,050	77,749,400	11,660	9,716	8,328	7,289	6,377	5,829	15,549

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

Indian Railways.
 Governor General
 to E. I. Company
 Enclosure.

Major Kennedy is convinced that "5,000% per mile ought amply to suffice for single tracks," but, nevertheless, proceeds in his calculations on the suppositions the cost will be 10,000%, and asserts that even at this rate the mileage would be quite sufficient to open the main lines of trunk road throughout the several presidencies. It would give he says—

For Bengal	-	-	-	3,120 Miles.
For Madras	-	-	-	1,637 "
For Bombay	-	-	-	1,072 "
Total	-	-	-	<u>5,829 Miles.</u>

But in order to secure the utmost advantage from railways, it is necessary that every precaution should be observed for their judicious arrangement and management.

"It is," observes Major Kennedy, "imperative to adopt the most arduous and incessant scrutiny of all projects, as well as supervision in the subsequent execution, to eradicate the grave errors in the former and the extravagance in the latter which will otherwise assuredly emanate from those trained in the practice in England."

With a view "to direct, concentrate, and combine with useful effect the efforts of well intentioned active minds," Major Kennedy proposes for the adoption of the Government of India, the following rules:—

1. "That all railways constructed in India shall belong to one of two classes; the first or the second class.
2. "That the regulating gradient of the first class or trunk railway, shall not exceed 1 in 2000; (by regulating gradient is meant the gradient which shall regulate the load of the engine).
3. "That no regulating gradient of any second class or branch railway shall exceed 1 in 330.
4. "That short, alternate, impulsive planes may be introduced to assist the ascent, not to exceed a length of half a furlong each, and not to be nearer to each other than one furlong and a half.
5. "That no line shall be undertaken when the estimated cost shall exceed the average rate of 5000% per mile of a single track. But that this rate of cost is not expected to include the bridging of large rivers, as the Soane, Jumna, &c., exceeding half a mile wide at flood level; such rivers are to be considered as breaks or temporary termini, where goods and passengers are to be carried across on rafts.
6. "That no line shall be sanctioned, except for a single track of rails, with masonry, cuttings, and embankments to correspond. The ground, however, required for a double track to be in all cases secured.
7. "That no locomotive engine shall be introduced to India for ten years, except such as the ratio between the length of stroke of piston and the diameter of the driving wheels shall sanction, with reference to the maximum load, notwithstanding any sacrifice of velocity on the journey. Rule No. 11 contains an exemption from this restriction.
8. "That when piling for foundations be requisite, the foundations are to be laid to suit a double track, although the superstructure is only carried up for a single track.
9. "That no portion of any line shall be permitted to open for the transport of goods or passengers, until the capital account for the construction of such portion shall have been closed.
10. "That no more than one train daily shall run in each direction upon any line, until the traffic shall furnish more goods and passengers than one engine can carry, after which a second may start daily each way, and that when the traffic calls for three trains fully loaded per day, then arrangements shall be made for laying down a second track of rails.
11. "That, notwithstanding the tenor of Rule No. 6, if on any line it shall appear that the profits exceed a dividend of 6 per cent. per annum, it shall then be permitted, if thought advisable by the directors of the company interested, to introduce engines of higher powers of velocity, with a view of running passenger trains separate from goods trains.
12. "That the height above the sea of all obligatory points throughout India having reference to the construction of works, draining, irrigation, &c.

“ such as the highest points or necks of valleys, the low passes in mountain ranges, be obtained and recorded with all convenient despatch on the maps now in progress of construction by the surveyor general's department; and that in addition to this, the height of numerous points of inundation level be taken upon the rivers of India, and recorded upon the maps at intervals of two or three miles, so as to admit of the protraction of proximate sections of the slope of such rivers; and that any striking peculiarity in the lines of rivers or of the ground between adjacent rivers be reported upon to the surveyor general by his subordinate officers, such reports to be methodically arranged in his office as records.”

Indian Railways-
Governor General
to E. I. Company.
Enclosure.

In addition to the principles laid down for observance in the above rules, Major Kennedy points out some of the leading features in the geographical formation of the peninsula of Hindostan, which should be borne in mind.

These are described as follows :—

1st. The Great Western range of hills, parallel to the coast, at a medium distance of about forty miles from it, and running south from the Taptee Valley for about 700 or 800 miles.

“ From the western range a formidable spur projects for about 400 miles to the eastward, reaching near to the centre of the peninsula from a point in the Ghaut a little to the north-east of Bombay.*

“ A feature of much general importance in our present consideration, is the great Omrawuttee table land. It sheds its waters in every direction; 1st, to the north-east, by the Soane valley, which falls into the Ganges, and passes Calcutta; 2d, to the south-west, by the Nerbudda and Taptee, which fall into the Gulf of Cambay, on the Bombay coast; and 3rd, to the south-eastward, by the Gunga, Godavery, Mahanuddy, &c., which flow towards the Madras coast.

“ Keeping these great geographical features in mind, and they cannot be overlooked in any general project without fatal error, they force upon us the knowledge of what the great arteries of commerce must necessarily be; and with those arteries our trunk roads must correspond. We must remember the valleys of the Ganges and Jumna, whose waters flow from the Himalaya to the south-eastward for about 1,300 miles, passing by Calcutta and many of the richest districts in India. If we keep these leading features always in mind, and seek to accomplish the object in view, without throwing away our great natural advantages, attempting to outrage scientific axioms, or fruitlessly striving to accomplish what is inadvisable, merely to gratify erroneous local influences, which are taken up in total ignorance or carelessness of first principles—there will be no doubt but singularly profitable trunk lines can be selected throughout India, which shall admit of judicious ramifications, to any extent that local interests can possibly demand hereafter.”

Major Kennedy then goes on to consider in detail the lines of railway which, in accordance with the principles thus laid down, “ would lead to the most perfect and comprehensive system of intercommunication that can at any future time be looked for in India.”

“ It will be observed,” he remarks, “ that the direction given to all the railways in this project is, as much as possible, in the course of the valleys; and that, as rarely as may be, it is proposed to cross any valleys or ranges of hills transversely.”

Supposing, in the first place, that capital was procurable on no lower guarantee than five per cent., the following railroads might, he supposes, be constructed by means of the saving on military expenditure above noticed, and they should be constructed, Major Kennedy thinks, in the following order:—

1. From Calcutta, viâ Rajmahal, to Agra.
2. From Bombay, viâ Surat, Baroda, and Ahmedabad and Neemuch, to Agra.
3. From Surat, through Candeish and Berar, viâ Rajamundry, Masulipatam, &c., to Madras.
4. From Madras to Trichinopoly, and thence to Poman, on the Malabar coast.
5. A branch from Bangalore to Madras.

* Since writing the above a principle has occurred to me as given in Appendix No. 4, by which the engine may be enabled to surmount considerable ascents with the load due to a level road.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

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6. A branch from Bombay to Sholapore.
7. An extension of the main line from Baroda to Tattah and Kurrachee.
8. A branch from Masulipatam to Hyderabad.
9. An extension of the main line from Agra, viâ Delhi, to Lahore.
10. An extension of the main line from Tattah, viâ Hyderabad, along the banks of the Indus, to Mitton.
11. An extension of the main line from Rajmahal to Saibgunge, through Dinapore, and thence a branch to the foot of the Darjeeling Hills.
12. A branch from Kurnal to Simla.

In a second fly sketch additional lines are marked, which might be constructed, should it be found possible (as Major Kennedy is sanguine that it would,) that capital could be raised with a guarantee of only 3 per cent. It seems scarcely worth while, however, at present, to pursue further a scheme of which the completion must, under any circumstances, be delayed to so distant a period. It is of more immediate importance to consider the remarks on the future direction of the Bombay line, to which the attention of the Government is especially directed by the Honourable Court in their despatch forwarding Major Kennedy's memoir.

The deed of contract between the East India Company and the Great Peninsula Railway Company, is "for the construction of an experimental line of railway from Bombay to or near to Callian, with a view to its extension to the Malsej Ghaut." The portion of this road up to Callian has all been given out to contract, and is in progress of construction; but the Government of Bombay concur with the railway engineer, the superintending engineer, and the committee of directors, in thinking that "the Malsej Ghaut extension ought to be finally abandoned, and the double Ghaut system, consisting of the north-eastern extension by the Thul Ghaut, and the south-eastern by the Bhore Ghaut, should be taken as the basis of operations."

Major Kennedy's remarks proceed on the supposition that the Malsej Ghaut route had been determined upon, but the principal of his objections extend equally to the lines now advocated by the Bombay authorities. Indeed, the possibility of some other similar route being adopted was evidently contemplated by him, and his views appear not to have been in any way changed by what he calls "the smaller question," as to "whether the Malsej, or the Bhore, or any other particular Ghaut might have been the preferable one through which to reach the table land." The following are his observations on the subject :—

"In this view, I apprehended that the project now in progress at Bombay calls for some very important modification of the original design. It is to be hoped, however, that this modification may be effected without the necessity of abandoning, for one object or another, any of the work done. It was an error to contemplate carrying the Great Northern traffic, including that of Candeish and Berar, over the Syhadree Ghauts. At the same time, the portion of road made from Bombay as far as Tannah will probably be found suitable as the commencement of the great northern trunk road, whilst from Tannah, on by Callian, &c., the work done may come into use as a branch towards Sholapore, &c., from the trunk line.

"It would appear that the projectors of the works now in progress at Bombay, proposed to cross the Syhadree range by the Malsej Ghaut, 2,060 feet high. They propose to surmount the precipitous portion of the Ghaut, 1,770 feet high, by a fixed engine incline of about six miles, with a gradient of about 1 in 18 or by an alternative incline of thirteen miles long with a somewhat reduced gradient. They would then proceed through the table land due east for twenty miles and a half to Alleh, the maximum incline being so great as 1 in 118. At Alleh they would send off a branch to the south eastward in the direction of Sholapore; but the principle object appears to be the northern line from Alleh through Candeish, and crossing the Taptee and Nerbudda rivers they would take the direction of Agra after passing by Mhow, Indore, &c.; they would also throw off a branch from the Nerbudda, bearing on Allahabad. Here then we have, gravely proposed, a most erroneous project of a grand trunk road, by which the whole northern, north-western, and north-eastern traffic is to approach Bombay, the important mercantile capital of Western India. Between Bombay and Agra it appears to be the intention, that this great trunk line (second only to that of the Ganges, if even second to it,) should pass over no fewer than four

“ unnecessary and fierce ranges of mountains, of which I imagine the aggregate amount of rise and fall would not be less than from 8,000 to 9,000 feet, whilst on the natural route by Surat and the valleys of the Mhye and Chumbul there is but one summit to pass, at Neemuch, between Bombay and Agra. The height of this summit is 1,356 feet, which, added to the fall from Neemuch to Agra, say 850 feet, would make the total rise and fall by this line only 2,206 feet, whilst the distance would be about 120 miles less than that by the hilly route through the Ghauts.

“ The same reasoning which overthrows this project as a general trunk line between Bombay and Agra, holds equally against that portion of it intended to open an intercourse between Bombay and the districts of Candeish and Berar. On this portion of it, the aggregate amount of rise and fall would probably exceed considerably 4,000 feet, whilst by the coast we go level to Surat and branch off by the Taptee valley at the slight gradient of the river, without passing any range whatever; nor would the distance by this route exceed that over the Ghauts.

“ The best route harmonizes with every general and local interest of India in their widest extent, whether as regarding the north by the route I propose, with the power of throwing off branches, or as regarding the east by the valleys of the Taptee, Nerbudda, Soane, Godavery, lower Kistna, &c.; or as regarding the west, by Guzerat, Kurrachee, the Indus, &c.

“ Nothing can exceed the eligibility of this mode of opening the communication of all those districts with Bombay; nothing could be more preposterous than to think of carrying the traffic of any of them over the Ghauts.”

“ There is no doubt that the interests of the table land east and south-east from Bombay call for every exertion to open a passage through the Syhadree range. But it is, with this view, and this view only, that the work done to the eastward of Tannah can be made available.

“ I shall not *here* enter into the smaller question of whether the Malsej or the Bhore, or any other particular Ghaut might have been the preferable one through which to reach that table land.

“ But what I most earnestly appeal against is the project which has for its object to approach the district of Candeish or Berar, or any other part of India to the north, the eastward, or the westward of those districts by any line whatever passing over the Ghauts. I trust that the East India Directors and the Board of Control will resist every suggestion made to them with this object, until they shall have heard from the Governor General of India upon the subject, and I feel firmly convinced that his Lordship's experience will sustain the view which I take of this most important subject. The nature of the error is precisely similar to, though of much greater magnitude than that which I brought under his consideration in the project of the East Indian Railway Company in Bengal. He did not hesitate in adopting the remedy I recommended in the Bengal case, nor will he now for a moment hesitate in protecting those vast districts, which the Bombay project would affect, from the unnecessary tax on their transport of goods that would be the inevitable effect of carrying them over several fierce ranges of hills, when a much shorter line can be had, avoiding those hills and combining the broadest interest of Indian traffic generally.”

Major Kennedy admits the importance of throwing open communication with the districts of the table land above the Ghauts, and in an Appendix (No. 3.) describes how this might be effected by means of one or more branch roads. The system he advocates is what he designates one of impulsive inclines, and will be found described in the same Appendix.

A detailed description of the two proposed lines of railway, viâ the Bhore and Thul Ghauts, will be found in paragraphs 79 to 194 of Mr. Berkeley's report, which is among the papers forwarded by the Bombay Government.

Captain Crawford, the superintending engineer at Bombay has made two suggestions, which that Government have referred for the consideration of the home authorities; one of these is that in a case such as the proposed inclines at the Ghauts, the “ principle of the atmospheric railway reversed,” might be usefully employed. The other is that in the event of railways in India proving hereafter a source of large and regular profit, the proprietors should be required to contribute to the general revenues of the country.

Possibly the Governor General in Council will wish to consult the consulting engineers at the several Presidencies on the subject discussed in the papers, and

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

especially to afford the railway authorities at Bombay an opportunity of considering Major Kennedy's project and remarks. With this view it might be desirable that these voluminous reports should be printed.

23d April.

(Signed) A. R. YOUNG.

Since the above was written, the report from Madras on the line proposed for that Presidency has been received. Major Pears's printed report, and the minutes of consultation which form enclosure No. 1 of the Madras letter, seem to contain all necessary particulars, and his Lordship in Council may wish to consider this subject in connexion with the above projects.

(Signed) A. R. YOUNG.

NOTE by the SECRETARY dated 3d November 1852.

Indian Railways.

No. 51 of 1852,
 dated 22nd Sept.

Dated 15th Oct.
 1852, No. 450.

Dated 9th Nov.
 1852, No. 66.

These papers consist of a despatch from the Honourable Court sending out a memoir on Indian Railways by Major Kennedy, a despatch from Bombay referring for the orders of the Governor General of India in Council a proposed line of railway from Callian, (near Tannah in a north east direction up the Thul Ghaut, by Nassick, towards Candeish, and a despatch from Madras, referring for the same purpose a proposed line of railway from Madras up the Palamanair Ghaut to Bangalore. Mr. Young's memorandum gives an abstract of these papers.

No. 27 of 1851,
 Dated 23rd July.

No. 51 of 1852,
 dated 22nd Sept.

No. 43 of 1852,
 dated 18th August

2. Until now the Bombay Railroad has been managed by the Bombay Government in direct communication with the Honourable Court; and the preliminary arrangements respecting a railroad in Madras have been managed by the Madras Government in the same manner. But in their despatch noted on the margin, the Honourable Court intimated to the Government of Bombay, that they would defer coming to a determination on the line to be adopted for the Bombay Railway extension beyond Callian, until they should receive the opinion of the Government of India as well as that of the Government of Bombay on that subject. And in their present despatch, they forward Major Kennedy's memoir with especial reference to his remarks on that line, which is a question on which they say they expect the decision of the Governor General of India in Council. In their despatch noted on the margin, the Honourable Court intimate to the Madras Government that they leave the precise route for the Madras Railway to the determination of his Lordship the Governor General in Council in communication with that Government.

Major Kennedy's Memoir.

3. The object of Major Kennedy's memoir is to impress upon the authorities in England and India, (1.) The great importance of the speedy completion of such extensive railways in India as will form a grand connected railway system. (2.) To show the safety with which the Government may construct, or give the necessary guarantee to private companies for the construction of such a grand connected system; trusting securely to reimbursement, if the speculation turns out commercially unprofitable, from the vast saving of military charges which a grand connected system of railways will enable it to effect. (3.) To enforce the absolute necessity in this view of guarding against the "incongruous errors of isolated action," by now taking, as from an elevated central point of view, a survey of the Indian empire; and before money is spent on local projects, forming a matured general design, and laying down correct principles of action, which in no railway to be made or guaranteed by Government shall ever be departed from in practice; and (4.) To explain the design generally and the principles in detail which, in his opinion, ought to be determined upon. In his memoir he sets forth at length his objections to the line now proposed at Bombay for the extension of the Bombay Railway beyond Callian and to all the alternative lines that have ever been proposed for that railway, all of which according to his principles are so fundamentally objectionable as not to seem to him worthy of detailed examination; and the fact that a proposition to make such lines has been made and approved, he treats as a glaring instance of the terrible errors into which want of system and principle must lead. Major Kennedy also criticises the details of the line now in course of construction from Burdwan to the collieries.

4. The reference of the Bombay and Madras projects to the Governor General of India in Council, now made by the Honourable Court, seems to afford the Government of India the opportunity—or perhaps it should be said to impose upon it the necessity—of coming to a decision on the important principles involved in Major Kennedy's memoir.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

5. On the two first of Major Kennedy's propositions as above abstracted, nothing that could be submitted for the consideration of the members of Government in this note, would facilitate their decision.

6. On the third, it may be mentioned that the Honourable Court, in writing lately to the Bombay Government, have repeated the instructions conveyed to the Government of India in their despatch, (No. 16,) of the 15th of May 1850, in the following words,—viz., that the objects of a survey of a proposed line of railway should have reference “to the ulterior destination of such a mode of conveyance, as forming a part of a general system, the object of which would be to facilitate communication for political as well as commercial purposes, and to effect more ready intercourse with other Presidencies.” The determination lately come to by the Honourable Court to refer the projected lines at all the Presidencies to the “decision” of the Most Noble the Governor General of India in Council, may seem to be nearly equivalent to the authoritative adoption of the principle of working everywhere on one imperial system under central control which Major Kennedy advocates.

7. How very much mistaken those are, who think that the magnificent design of giving to India the full benefit of railways is advanced by a hasty adoption of every local project for a few miles of railway which can obtain public support, and by the neglect in a railway case of that severe examination which all other projects, involving the expenditure of millions, are admitted to require, before they ought to be irrevocably determined upon—is demonstrated by the case of the Malsej Ghaut project at Bombay, which has now happened to come under the eyes of the Government of India. The line up the Malsej Ghaut was surveyed for two years, was proposed by the Railway Company, was approved by the local Government, and was so far sanctioned at home as to be made a part of a deed of contract between the East India Company and the railway company under which the original capital has been subscribed. It would be supposed that a locomotive railway which has to rise some 2,000 feet in a very few miles, is a work that would not have been blindly embarked in. But the fact is that it has now been discovered that there was an error of no less than 164 feet of vertical height in the survey on which the project was adopted; that is to say, the height to be surmounted was under-measured by three times the whole height which the railway, 200 miles long, from Calcutta to Rajmahal, will have to rise—that the expense in the one item of tunnelling alone was under-estimated by 384,754*l.*, being at the rate of 2,635*l.* a mile for the whole line of railway—that other items were similarly under-estimated—that one tunnel was required which could not be pierced in less than seventeen years, until which time no portion of the extension line beyond Tannah could be made useful, and that the line would be carried through a country in which it is now said there is very little traffic, to terminate, in railway parlance, nowhere.

8. On the fourth of the heads above described, a few remarks occur to the Secretary, as perhaps worthy of some consideration.

9. Major Kennedy's grand principle is to connect the several Presidencies by trunk lines which shall run, in every instance, along the great valleys, never crossing a ridge of hills, crossing a valley as seldom as possible, and rising over the summit lines (which of course must be surmounted somewhere,) at their lowest points. He shows how this can be done: from Bombay he runs a trunk line to Surat, whence proceeds one grand branch through Baroda to Agra; and another up the Taptee and down the Godavery valleys to the Coromandel coast, and thence by Masulipatam to Madras. Thus, the line he insists on, as the first line to be made from Bombay, goes nearly due north to Surat. He allows a second class line to go easterly up the Ghauts, for the local traffic of the high land of the Decan; but for this, seemingly, he would take the Bhore Ghaut to the south-east and not the Thul Ghaut to the north-east, which last is the line recommended at Bombay as the first of the two Ghaut lines for adoption. If Major Kennedy's views are sound, the extension from Tannah to

Indian Railways. Callian now in progress, which it is reported cannot become a paying line without much further extension, was over hastily adopted, for it may not be in the best line from Tannah to Surat.

Governor General
to E. I. Company.

Enclosure.

10. Probably, as for grand connecting lines, no one will dispute the excellence in general of Major Kennedy's principle. Apart from the class of arguments which it is more especially in the engineer's province to weigh, the arguments for running in the great valleys are predominant. It may be questioned whether, viewed especially as an imperial object, a line running from one grand point to another by a great detour, alongside of and in competition with a *navigable* river such as the Ganges, is preferable to a direct line which would give a good means of communication to a country now destitute of any such means. But where the river is not navigable, as is the case with all the rivers bearing upon the Bombay system, there can be no question that a general preference is due to a river line, because the valleys of the great rivers constitute very generally the richest and most populous parts of the country, and in them are the grand marts of trade and most of the great military stations.

11. In discussing the Madras project, reasons will be assigned below for thinking Major Kennedy mistaken in his belief that his grand connecting lines can be carried out at gradients even approaching to the *quasi* level of one in two thousand.* It will be well to judge from what is now before Government, if his first class lines can be carried out universally on his second class gradient of one in 330.

12. It will be seen that Major Kennedy lays extreme stress on the importance of having Indian railroads on all but a dead level. By that means, and by that means only, he thinks they can be profitably worked. Now an extreme case of a very long, and in its first cost a very expensive line, with a small amount of traffic workable at a very cheap rate per mile on every ton of goods carried, can certainly be put, which would be demonstrably less eligible than a shorter and cheaper line, workable at a dearer mileage rate per ton. Therefore there must be some point in regard to distance and first cost, beyond which it is waste of money to go, in the desire to avoid a severe gradient. Without knowing, for every gradient that occurs, and for all probable amounts of traffic, where this point is, it is plain that no doubtful question as between distance and first cost on the one hand, and mileage working cost per ton on the other hand, can be solved to demonstration. Indeed, without this knowledge, all opinion as to what sacrifices in money and distance ought to be made for better gradients is merely fanciful. Now although Major Kennedy condemns wholesale all that has ever been done or projected regarding railroads in England and India, merely because the severe gradients adopted must reduce the engine load and increase the mileage cost of traction, he has made no attempt, either in this memoir or in his previous report therein referred to, to give a general formula for ascertaining the limiting point, or even to fix it in any one particular case, so as to prove that there will be actual loss by disregarding his principle, and to show what that loss will be. The suggestion which this consideration leads to, is, that a reasonably trustworthy table, showing what the extra working mileage cost per ton in India will be at each gradient, should be constructed before positively adopting any such universal rule as Major Kennedy proposes.

13. On the proposal to limit the number of trains to one each way daily, it is to be observed that if this were done upon the Benares line, either it would be necessary to carry goods at a wasteful rate of speed, or the railroad would not supersede the present mail cart dāk which travels ten miles an hour in a direct line.

14. Major Kennedy proposes that a most ingenious plan of "impulsive inclines" which he has invented should be introduced at once universally in India. But as the plan has not yet been tried anywhere, it is impossible to foresee that it will be free from all practical inconvenience. It would be however very easy to try it on one mile of some one railway now in course of construction.

Bombay Project.

15. The objections that occur as worthy of consideration in discussing the Thull Ghaut line now proposed at Bombay are these :—

*. One in 2,000 is something above $2\frac{1}{2}$ feet of rise in a mile.

16. The line will form no part of any grand connecting line, unless Major Kennedy's principles are found to be altogether unsound. Indian Railways.

17. The Ghaut incline seven miles in length which shows, together with a steep gradient of one in thirty-seven, sharp reverse or winding curves, (the sharpest is of thirty chains radius,) must be admitted to be a bold work to begin with. It is a part of the scheme that there shall be a branch to ascend the Bhore Ghaut, of about the same height, which shows at present one gradient so steep as one in twenty, requiring a stationary engine. The report of the Government engineer, who recommends the trial of an atmospheric retardation cylinder, by way of avoiding the danger of the descent, may seem hardly equivalent to a positive professional opinion in favour of the safety of the project as it stands.* Governor General
to E. I. Company.
Enclosure.

18. The traffic seems to be estimated upon fair grounds, and is taken as affording an income of 1,224*l.* a mile. This is said to be calculated upon a moderate scale of tolls. This scale appears to be two pence three farthings, or twenty-two pice a mile per ton generally, and double that upon the Ghaut incline upwards. This will not be admitted generally to be a moderate rate. The general opinion of the Madras authorities seems to be, that the rate there should not exceed six or eight pice, and the highest rate proposed there is twelve pice or one anna. The working expenses at Bombay are taken at 600*l.* a mile, which *at the estimated first cost of the railway*, with the above income, would afford a profit of five per cent. But the grounds on which the working expenses are assumed at 600*l.* a mile are not stated—no details are given. No precedent is known, from which to estimate the working expenses of such a precipitous and long incline as is projected at the Thull Ghaut; and as to the first cost, all who have any experience in great public works of an entirely novel character in India, know that the original estimates of cost are always from one cause or another in the end largely exceeded. It seems to the secretary, therefore, that it cannot be securely anticipated from the present papers that the line will pay unless a very large *new* traffic shall be created by it; and there would be a better chance for that, if the line were much longer than the present capital will make it. It does not appear what equivalent the Government will have in the possession of a detached line of railway from the sea coast at Bombay to some spot of no importance above the Ghauts, where it stops short, for any deficit in the profits which they will have to make good. For the mere purpose of bringing cotton to the sea coast, it would seem that lines running into the interior from Surat and Broach, should be the most likely and cheapest means.

19. To Major Kennedy's low country line the only apparent objection is, that such a portion of it as the present capital will make, which would barely reach Surat, probably would not pay. For from Surat and all intermediate places there would be the sea traffic to compete with, except during the south-west monsoon. But if Indian railways were carried on in the spirited manner and upon the grand principles Major Kennedy recommends, and the Bombay Railway were carried on at once beyond Surat, either (1.) up the Taptée to the Coromandel coast; or (2.) up the Nerbudda to the Ganges; or (3.) by Baroda to Agra—then it would have its fair chance of paying on the whole, and even if it did not pay, Government, in the possession of such a grand connecting line would have a full political equivalent for the deficit which under its guarantee it would have to make good to the shareholders.

20. The Bombay Government promise to send, as soon as they are prepared, copies of a great many maps and plans, as noted in the margin,* connected with the second lines of railway that have been considered at Bombay. These maps and plans have not yet been received. But no survey of the most cursory sort has been made of any one of Major Kennedy's three grand connecting lines above mentioned, nor has any survey of the most cursory sort been yet made in extension of the Thull Ghaut and Bhore Ghaut lines, to show that these lines are capable of becoming good connecting lines between Bombay and the west
- * No. 2. A map of the Poonah Collectorate.
 - „ 3. „ „ Ahmednuggur.
 - „ 4. „ „ Sholapoor, with the various extension lines drawn upon them.
 - „ 5. A general map of the country, showing all lines that have been laid out.
 - „ 6. An enlarged section of the Malsej Ghaut deviation line of 1847.
 - „ 7. A section of the exten-

* See par. 27 of Captain Crawford's Report of 7th October, 1852.

Indian Railways.Governor-General
to E. I. Company.

Enclosure.

- sion line from Callian to the top of the Thul Ghaut at Egutpoora.
- No. 8. An enlarged plan and section of the Thul Ghaut incline.
- „ 9. A section from Egutpoora via Nussick and Munmar, a plan from Nussick to Munmar.
- „ 10. A plan and section from Callian to the top of the Bhore Ghaut at Toongurlee.
- „ 11. An enlarged plan and section of the Bhore Ghaut incline.
- „ 12. A plan and section of the line from Toongurlee to Poonah.

coast. It is for consideration whether it would be wise to determine finally in favour of any decisive line whatever, until Government is in a position to say that such line is preferable to every other, when viewed as the first stage of a grand connecting line to be completed between Bombay and one of the other Presidencies.

Madras.

21. The Madras Government refer several reports of Major Pears, their railway commissioner, with their own recommendation as to the lines to be eventually adopted, and the one line to be first commenced upon.

22. The general formation of the peninsula between Cape Comorin and the Vendya range, which is very simple, is well known. It consists of a triangular ridge of mountains, namely, the western Ghauts on the south-west, having a narrow belt of low rich land (Malabar, Canara and the Conkans,) between it and the sea; the eastern Ghauts on the south-east, having a wide belt of low land; in which rocks and hills are rather thickly scattered; the northern Sirkars, the Carnatic and southern districts between it and the sea; and the Vendya range on the north-west, having beyond it the plains and valleys of Hindostan. Between these is the undulating rocky table land of our own Deccan provinces of Nagpore and Hyderabad, of our own ceded districts, Bellary, &c., and of Mysore. This mountainous triangle is cut through, near its southern apex, by the very remarkable gap in the western Ghauts at Pulghatcherry, south of which the eastern Ghauts do not extend, and where they round in and join the western ridge. This gap of low country gives an open passage between the eastern and western coast lands, and the richest districts of Madras are in it or in its parallel. Excepting at the northern verge of the table land, the drainage of the whole of this vast rocky triangle is from the ridge of the high western Ghauts, in view of the Indian ocean, right through the table land, and eastern Ghauts into the Bay of Bengal. But on its northern verge the summit level of the plateau is in the middle of the peninsula, whence the water runs in the Nerbuddah and Taptee to the Indian Ocean, in the Soane to the valley of the Ganges, and in the Godavery to the Bay of Bengal.

23. It is plain that to connect by railway the western and eastern coasts, one of three systems only must be adopted, either first to drive the line up the steep ascent of the ridges of both Ghauts, more than 2,000 feet; and down again, or, secondly, to ascend by the long and easy gradients offered on the one side by the Nerbudda or Taptee valleys in the northern part of the table land, and on the other side by the valley of the Godavery and one of its northern feeders; or, thirdly, to turn the whole triangle by running the line immediately through the great gap at Pulghatcherry, and eventually continuing it to Bombay.

24. The second method is the one recommended by Major Kennedy for immediate adoption, whereby the two coasts and the two Presidencies of Madras and Bombay will be connected immediately towards the north, by a line ascending much, but very gradually. Major Kennedy's line goes up the Taptee, and down one of the northern feeders of the Godavery—and the lower part of the Godavery Mr. Turnbull has suggested as worthy of survey—a line up the Nerbudda, and down the Godavery, with another line from the summit level down the Soane. Either way the great table land is pierced through, and connected with both coasts, and the Bombay and Madras Presidencies are connected towards their northern parts by a good line of railway. By Mr. Turnbull's project, if feasible, the great table land would be also connected, with the centre of the Bengal provinces. Major Kennedy proposes to connect the two coasts by a line running from Madras through the gap in the Ghauts described as the third of the above three possible methods, and eventually he projects the extension of that line up the west coast to Bombay. By Major Kennedy's scheme, Bombay and

Agra would be connected by a separate line running through Baroda. All these lines would be lines of Major Kennedy's first class, that is to say of low gradients.

*25. It is probable, or rather it is now certain, that Major Kennedy is very much too sanguine in thinking that these grand connecting lines are possible with gradients never exceeding 1 in 2,000, or even anything like that *quasi* level. The first forty-eight miles of the trunk railroad in the Carnatic, now proposed, which does not go half way from the coast to the foot of the Ghauts, has a maximum gradient of 1 in 309, and if it rose unbroken at one angle all the way, its gradient could be no less than about 1 in 700. The ruling gradient ordered upon Major Kennedy's own line from Burdwan to Rajmahal, through the nearly dead flat of Bengal is 1 in 1,000.* That gradient is greatly exceeded on the line from Burdwan to the collieries, in which, long gradients of 1 in 823, 1 in 625, 1 in 500, and even 1 in 222 are to be found. This, however, is certain that so much of Major Kennedy's line as comes now into question, namely, the low country line through the gap in the Ghauts at Pulghatcherry, is practicable at what are generally considered favourable gradients, whilst the *competing* line, projected by the Madras Government, from Madras in a due westerly direction up the eastern Ghauts, and through the Mysore country to Bellary, is now seen to be impossible at any but what are generally considered the very extreme of bad gradients.

26. It is true, nevertheless, that Major Kennedy also proposes a line due westerly from Madras to Bangalore, which is the very line now proposed by the Madras Government to be commenced upon. But Major Kennedy proposes this as an isolated line, and as it ascends the Ghauts he permits it to be one of his second class of lines. Even his second class of lines, however, allows of no gradient above 1 in 330, which is better than the Madras engineer obtains in the country altogether below the Ghauts. Major Kennedy, no doubt, never saw either the Ghauts to be ascended, or the undulating country above and below them. Major Pears's report will probably put to flight all idea of lines of railway running up the Ghauts at inclines of 1 in 330. But the *comparative* difference between Major Pears's real low country and Ghaut lines is much more than that between Major Kennedy's imaginary low country and Ghaut lines, the gradient up the Ghaut being *hoped* by the Madras engineer to be 1 in 37. Therefore, all Major Kennedy's general arguments apply with their full force, whatever that is, against the present project of the Madras Government. For his argument, put generally, is, that the grand connecting or imperial lines should be the first made, and that no line with comparatively bad gradients should be part of any grand connecting line.

27. The Madras scheme is, to have two grand lines, one up the Ghauts to Bangalore, and thence to Bellary, and beyond it through the table land, *by which line it is proposed by them to connect Madras and Bombay*, the other through the Carnatic, in a south-west direction, hugging closely the foot of the eastern Ghauts, and eventually to be continued so as to pass through the gap in the western Ghauts, and to connect the eastern and western coasts. This last line in its final direction coincides with Major Kennedy's grand connecting line, but it adopts at its commencement the Bangalore line for forty-eight miles, as far as a place called Menil, whence it branches off to the south-west. There does not from the papers appear to be any object in this beyond the evident object of making one rail do for both lines for forty-eight miles. But as it is said of this trunk portion, that it will very soon require to be laid as a double line,† and as it prolongs the south-east line of traffic, unless it has other advantages (which, however, are not noticed), its adoption in preference to Major Kennedy's first-class line may be open perhaps to question. Major Kennedy's first-class line starts as a separate line from Madras, in a much more southerly direction, and runs to Trichinopoly at the apex of the delta of the Coleroon (Cemvery), the most fertile district under the Presidency, whence it turns westerly and runs straight west through the gap to the western coast at Poniany. But it occurs to the Secretary, as an objection to terminating this important line even for the present at this obscure spot, that the grand military and political advantages of the line will not be obtained unless it runs to the northward up the Malabar coast, and passing

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

* The fall of the great highland rivers of Central India must be much more than that of the lowland portion of the Ganges.

† The rails are a large proportion of the whole estimated expense at Madras.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

Calicut and Tellicherry reaches at least the great military station and commercial town of Cannanore, even if it do not proceed to the great commercial port of Mangalore. Half their troubles in Madras are in Canara.

28. It will be seen that whilst Major Kennedy's line takes a long detour to the south east of the direct course by Salim and Coimbatore to the west coast, the Madras line by Vaniembady at the foot of the Ghauts, takes a detour on the opposite side of the direct course whether starting from Madras or from Menil. There are doubtless local circumstances on account of which the longer line along the foot of the Ghauts is preferred, but what those circumstances are is not mentioned.

29. A line apparently very good, judging only by the map, is what may be called the direct line, starting from Madras and running near Conjeveram Arnee and Salim to Coimbatore, and thence rounding through the gap up Malabar and Canara to Cannanore. This would be the shortest line possible, and it only differs from the present Madras proposal in the portion between Madras and Salim. It would be satisfactory to know what are the advantages of the proposed line by Vaniembady, hugging the Ghauts over this or some other more direct line, for the distance in a straight line from Salim to Madras can be little less than that in the proposed line from Salim to Menil only.

30. Thus there are three directions to be considered which the grand line from coast to coast may take.

1st. Major Kennedy's, which makes a long detour to the south-east to pass Trichinopoly, and which would have to cross the Coleroon and several of its feeders.

2d. The direction now proposed at Madras by Menil, Vaniembady, and the foot of the Ghauts, which makes a long detour to the north-east, for what object is not stated, and which it is admitted goes (some twelve miles apparently) away from the existing main line of traffic, which is through Wallajah-nuggur.

3d. The direct line from Madras to Salim and Coimbatore, and so to the western coast, which is the line that a mere inspector of the map would first turn his attention to and ask to know about. There is nothing in the papers sent up from Madras to enable the Governor General in Council to determine between these lines, nor to show the grounds which induced the Madras Government to give the preference to their proposed (No. 2) direction over all other directions.

31. The Madras Government recommend that the line due west to Bangalore be first made. They think that the low country line to the south-west would be most remunerative to the shareholders, at least at first, but they think the other line entitled to precedence as being one of more political and general importance.

32. There is a general consideration in favour of beginning with the line most certainly and immediately remunerative, which the Madras Government has not discussed, namely—that as the capital for railroads is to be subscribed by private persons, it is a public object not to discourage subscriptions. If the line commenced with pays well, there will be plenty of money for the second line, but otherwise, a second line may never be commenced at all.

33. There are some considerations regarding the proposed line due west of Madras to Bangalore, which the Secretary ventures with great respect to submit, as he happens to know that country well. Major Pears's excellent reports will probably be accepted as proof that of the Ghauts available for quite a direct line to Bangalore, the Ghaut of Palamanair (up which there is now a good carriage road), which is the one he has selected, is the best. But it involves a gradient of extreme severity, 1 in 37, according to present expectations. The actual survey, plan, and estimates of no part of the line west of Menil, being three-fourths of the distance to Bangalore, and containing the whole of the difficulties, have yet been received. Those of the portion to Palmanair, containing the pass to the Mysore table land, are promised very soon, but the Government of India is asked finally to determine the question without them. The Ghaut may perhaps be found not quite the only expensive portion. It is suspected that Mysore may be found rather an expensive country to drive a railroad through. It is a rocky country, continuously highly and confusedly undulating, much intersected with ravines. The only part of the line, that of forty-eight miles to Menil, yet estimated for, is estimated at a very cheap rate,

materially less than Rs.40,000 a mile. There is nothing to show what the Madras Government expect to be the rate of cost for the other three-fourths of the way. Yet this is a material consideration, especially in a line expected to be remunerative only in the second degree. Mr. Turnbull, the engineer of the East Indian Railway Company, estimates the line from Burdwan to Rajmahal at three times the sum above stated;* and taking the Palmanair Ghaut as equivalent only to the passage of the Adjai and the Mor, they will do well at Madras, if, in fact, they do the remaining 141 miles to Bangalore at the same rate as that of the Rajmahal line, maintaining, exclusively of the Ghaut, good gradients.

Indian Railways.
Governor General
to E. I. Company.
Enclosure.

34. It is for consideration whether, in the absence of plans and estimates, any course should be finally determined upon which binds to the adoption of the direct west line to Bangalore, and whether the approval of a trunk line to Menil would not be tantamount to such adoption; inasmuch as it may be assumed in the absence of all reasons assigned to the contrary, that the grand low country connecting line would not be taken forty-eight miles due west to Menil except in order to make use of so much of the Bangalore line.

35. Further: a line running from Madras to Bangalore, and not going west of the meridian of that place, can be regarded only as a military and political line. Now Bangalore is the highest place on the Mysore table land, uninhabited rocks excepted, and being 3,000 feet above the sea, it is fully 1,000 feet above the mass of the province, which may be taken as being 2,000 feet above the sea. Palamanair, is 2,100 feet above the sea, and it would seem a preposterous project to take a railroad, having commercial objects between Palamanair and Bellary, eighty miles round by Bangalore, which is at right angles to the line forward, involving a rise and a subsequent fall of nearly 1,000 feet. Accordingly it will be perceived Major Pears proposed a distinct line from near Palamanair to Bellary, which shows plainly that nearly eighty miles, or two fifths of the line as now projected, is for no other object than to get to the great military station of Bangalore. If there is any foundation at all in Major Kennedy's argument, there must be something gravely objectionable in this project.

36. It will be seen that Major Pears anticipates confidently the possibility of running a railroad from Bangalore in a south-south-east direction down the Royacotta pass, or down his newly discovered pass near Vaniembady, to join the low country railroad, and that he has satisfied himself that in that direction Ghauts at least as good as that of Palamanair exist. Would not a line running from Bangalore southerly to join the low country railway, be even a better military line than that to Madras directly? It would be much shorter, and it would run directly towards the body of the Madras country, meeting in the middle a railway connecting the eastern and western coasts, Madras and Mangalore.

37. Accordingly it will be seen that it is a line proposed by Major Pears to be eventually made. But if it is to be made at all, and if when made it will be preferable to the east and west line now proposed, and in fact will supersede it, at least for all political objects, why should it not be made now, whereby all necessity of ever making the proposed line of double its length may very probably be done away with altogether.

38. It would be very easy to connect the foot of the Neilgherry hills by a short line with the low country railroad near Coimbatore. So happily placed are the Madras hills and healthy table lands, that with any reasonably good railroad system, it is hard to see why a single European soldier in the Madras Presidency out of Fort St. George itself, should be cantoned out of them.

39. It is respectfully submitted whether all the above considerations do not lead to the decision that the line first to be made is one or other of the three low country lines from coast to coast above described. The half million now engaged for will not be found to go too far, even if restricted to this one railroad.

* 12,000L. a mile, but Major Baker estimated it at much less. From Howrah to Pundooab the contract is Rs.53,706 a mile; and from Pundowab to Raneeunge Rs.36,179, exclusive of the permanent way which may be taken at Rs.20,000 a mile, stations which may be taken at Rs.4,000, and fencing which may be taken at Rs.4,000. Thus the cost to Pundowab will be about Rs.81,000 a mile, and from thence to Raneeunge, about Rs.64,000 a mile. To this must be added, for rolling stock to begin with, say Rs. 3,000 a mile.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

40. And is respectfully submitted whether, if this plan be adopted, the railroad should not be made at once as fast as possible all the way from Madras to the west coast, because Government will have but a small political equivalent for its financial guarantee until that is done.

(Signed)

J. P. GRANT,

Secretary to the Government
of India.

3d November 1852.

MEMORANDUM by the CONSULTING ENGINEER to Government of India in the
Railway Department.

Memoir by Major J. P. Kennedy on the subject of Railways in India.

MS. papers detailing projects for railways at Bombay.

Printed papers chiefly by Major Pears, C.B., connected with railway project at Madras.

THE papers named in the margin have been communicated for my perusal and comment by the Secretary to the Government of India in the Home Department. They contain matter for much interesting discussion, but in the following observations I have deemed it proper to confine myself as much as possible to practical questions bearing on the present position of railway enterprise in India.

2. The objects contemplated by Major Kennedy in his memoir, are—

1st. To prove that it is alike the duty and the interest of the Government to bestow upon India a perfect system of Railway communication.

2d. To define the essential principles of such a system, and to embody them in a series of obligatory rules.

3. I admit the first proposition to its full extent, and am convinced that the more rapidly and energetically this duty is discharged, the more surely and effectually will the interests of the empire be served.

4. I cannot entirely accept Major Kennedy's calculation that the saving on military establishments would alone furnish funds for the extensive system of railway communication which he considers due to the country. For resistance to foreign aggression, or for any other object external to our recognized frontier, the power of concentrating troops by railway would virtually compensate for numerical strength of the army, in a ratio perhaps as high as that assumed by Major Kennedy; but I have no reason to believe that the internal condition of the country is or would be such as would justify a large reduction, considering that the railways would be in the hands of the people, and would continue efficient only by their sufferance. Without, however, reducing it to a pecuniary standard, it is easy to understand the magnitude of the indirect advantage which the Government of such vast territories will derive from the railway system in the enhanced efficiency of their military and civil establishments. There is no necessity to strain this or any other argument for railway enterprise. There is no reason to doubt that by means of well selected and economically constructed lines, the blessings of railway communication may be extended throughout the land, at a price within reach of the great mass of the people, with a sufficient margin of profit to the shareholders, and with eventual immunity to the Government who guarantee the dividends.

5. The guiding principle of Major Kennedy's proposed "Rules" is the necessity of reducing to a minimum the cost of railway service, and, as a necessary condition, the construction of such lines only as will admit of economical working. There is some room for diversity of opinion as to the means by which this desirable object is to be attained.

6. Major Kennedy's 1st, 2d, and 3d Rules limiting the gradients in his first or second class railways to 1 in 2,000 and 1 in 330 respectively, are probably those which will be least palatable, especially at Madras and Bombay.

7. The perfection of gradients is but one element, however important, in the calculation of the cost and value of railway service, the others being generally the interest on capital, the tariff of fares, the amount and nature of traffic, and the ratio of cost of locomotive power to the other items of annual charge. These conditions will constantly vary, and many of them are not susceptible of accurate previous estimate; in each case the projector solves the problem his own way, and the results are as discordant as under such circumstances might

be expected. They have, however, certain fixed relations to each other, and these will indicate the circumstances under which the "perfection of gradients" will attain the most prominent importance; viz.—

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

1st. A very low tariff of fares, and consequent necessity for a minimum rate of working charges.

2d. The cost of locomotive power (being the item most affected by gradients), bearing a high ratio to the other items of working charges.

3d. The greater part of the calculated traffic being in goods, and therefore admitting of more economy of locomotive power than would be possible in the conveyance of passengers.

8. If, as I believe,* these are precisely the conditions under which Indian railways are expected to work, it follows that the quality of gradients demands more attention from the Government of India than would be required in England, and still more than has usually been bestowed upon it in that country.

9. Agreeing so far with the spirit of Major Kennedy's "Rules," I cannot recommend the Government of India to adopt the strict limitation which he has proposed, and which would require considerable relaxation even on the favourable levels of the Gangetic valley. If it be desirable to fix a maximum ruling gradient for trunk lines, I would recommend that of 1 in 1,000 as more generally attainable and less likely to call for frequent exceptions; but if Government should object to fetter itself by the adoption of any absolute rule, it would still be very necessary to fix and make known the principles on which railway projects are to be framed and the standard by which Government will judge them.

10. I would ask permission to defer my remarks on the 4th Rule until I have leisure to examine Appendix No. 4, which I have just received.

11. The 5th Rule appears liable in some measure to the objection I have urged against the 2d. I believe that a single line not involving expensive river crossings or other special heavy works, ought to be constructed for 5,000% per mile, but justifiable exceptions will occasionally arise and should not be entirely precluded; nor can I advise the unreserved adoption of the rule, by which the bridging of large rivers is to be indefinitely postponed. In this respect also, each case must be judged on its own merits. The annual direct and indirect cost of the temporary arrangements for crossing the river must be weighed against the interest of capital required for the construction of the bridge and the period of time by which the completion of the line would be retarded. What is called "the convenience of the public" should not, in my opinion, materially affect the question. As regards the transit of goods, the delay of a few hours would be of little consequence, and it would not be justifiable to burden the capital account with a heavy expense merely to gratify the impatience of travellers, who would demur to paying commensurate fare.

12. The 6th, 8th, 9th, and 12th Rules have my entire concurrence.

13. The 7th, 10th, and 11th Rules have reference to the conveyance of goods and passengers together, and not by separate trains; such a plan would, in my opinion, be advisable in the infancy of the undertaking, and until the working expenses shall be covered by the returns; it has, however, been frustrated by anticipation for Bengal. The locomotive engines now under construction for the East Indian Railway, notwithstanding the injunctions of the Government of India, based on Major Kennedy's and my own recommendation, are of two classes, five being intended for goods traffic and five for the conveyance of passengers.

14. I proceed with great diffidence to offer a few remarks on the comprehensive scheme of railways for India proposed by Major Kennedy. Being

* On these grounds, viz.:—

1st. It is almost self evident that a low tariff of fares is alone consistent with the low price of

2nd. The cost of locomotive power will bear a higher ratio than in England to the total working charges; because, the locomotives, the drivers for some time, and in Bengal much even of the fuel will be imported, and therefore dearer; the salaries of all subordinate establishments (who would be natives), and the maintenance of permanent way will be cheaper, and there will be no rates or taxes.

3rd. The reliance on goods traffic as the principal source of revenue appears to be general. I believe that passenger traffic will be very large, but chiefly perhaps in the lowest and cheapest class, which would be worked with the goods trains.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

ignorant alike of the productive resources and of the topographical features of many important districts, I am chiefly dependent on the information supplied by maps.

15. Major Kennedy's project follows naturally from his "Rules," the lines which stand highest in his estimation being those which promise the most favourable gradient. Most of his first class lines, and those especially which reach the interior of the country by a gradual ascent of the principal valleys, appear to deserve the first consideration; they would bring into communication with the coast and with each other the districts which are presumably the most fertile and populous, and that too by lines which promise the greatest facilities for economical construction and working.

16. The coast lines hold out the prospect of fewer advantages. They must necessarily cross many rivers at the most unfavourable points in or near their deltas, while throughout their length they have to compete with the best and cheapest description of water carriage.

17. However distant may be the complete execution of a scheme so comprehensive as is here proposed, there can be no doubt of the propriety of determining, as soon as sound data may be obtainable, precisely what that scheme is to be, and of encouraging no railway enterprise which would not form an essential part of it. I would respectfully urge the adoption of early and energetic measures for reconnoitring and levelling such of the principal lines as have not yet been examined; but as this must occupy some time, and as the machinery is already organized for the construction of one line in each Presidency, it is of primary importance at the present time to decide on the lines to be first adopted.

18. Happily, as regards Bengal, there is little room for hesitation in the choice of a first line. That from Calcutta through the Gangetic valley, by Agra and Delhi, to the Sutlej, combines with a singularly favourable profile the highest degree of political and commercial importance, and a fair basis for extension to the other Presidencies.

19. The numerous rivers and inundations which it must encounter, will, indeed, entail considerable expense; but to these it is indebted for the fertility of soil, the density of population, and the rich abundance of agricultural produce, which cannot fail of rendering it the most important and remunerating line in India.

20. I earnestly hope that the simultaneous construction of this line may be sanctioned at once, and that authority may be given to complete the preliminary survey, which already extends to Allahabad, and may without difficulty be pushed on to the Sutlej during the ensuing cold season. Some of the works involved (including the collection of materials) will probably occupy four or five years—the rest might be completed in two working seasons; but I will reserve the further discussion of this provincial portion of the imperial project for my report on the survey operations now in progress.

21. Without entering into the details of the Bombay projects, a task for which I am disqualified by the want of local knowledge, and in the absence of maps and drawings, I would still offer a reluctant though decided opinion against either of the lines so fully described by Mr. Berkeley. The least objectionable of the three lines discussed, that passing north-east by the Thull Ghaut, is not such as I could recommend for adoption by the Government of India as part of a general plan. The steepness of the gradients and sharpness of the curves approach the extremest limit of recorded practice, and in their combination would, in my opinion, be condemnatory of the project (as one which, under the circumstances of this country, could not be worked at a profit), even were the traffic calculated upon not accessible by another and less difficult route. But I find, from paragraphs 220 to 224 of Mr. Berkeley's Report, that the principal feeders of his north-east line would be those districts of Candeish and Berar which are watered by the Taptee and its affluents, and Captain Crawford states (paragraph 23), that "the principal portion of the traffic (on the proposed north-east line) appears to come from districts beyond Munmaur." These districts, however, would be tapped by Major Kennedy's No. 3 line, on which the distance would be very slightly increased; and the engineering difficulties being incomparably less, if it be considered by the Bombay Government, in concurrence with the engineers, that the traffic of these districts would justify the construction of a railway burdened

with such complicated imperfections as that proposed—still more encouraging would be the prospect of a line free from these objections, and capable of being economically worked.

22. I would therefore recommend, as the first for careful examination and eventual construction at Bombay, a portion of Major Kennedy's No. 2 line to Surat, and of his No. 3 line, (at least as far as Omrawuttee,) with a view to its eventual extension by the Godavery to Madras, and by the Soane to Patna, Calcutta, and Agra. By this plan the provincial objects of the Thull Ghaut line would be secured, while a railway communication would be established and an acceleration of mails attained between all the seats of Government.

23. The extension of Major Kennedy's No. 2 line through Baroda, Ahmedabad, and Neemuch to Agra, would be politically more important than the Taptee extension, and when completed would share the traffic of the Punjab and north-west provinces. Intermediately, however, it would chiefly benefit independent States, and would be interrupted near its outset by two important and, I suppose, unbridged rivers. Besides these considerations, it might seem unjust to the Bombay Presidency not to allow some weight to the local and provincial advantages which the Taptee line appears to possess over that of the Mhye.

24. The geographical features of the Madras Presidency would appear to limit its lines of easy gradients in a great measure to the coast, under the incidental disadvantages already adverted to; and, accordingly, under Major Kennedy's plan the high table lands would be the last to enjoy the benefits of railway communication.

25. It is evident that the lines advocated by Major Pears and the Madras Government, however advantageous to local interest, would not materially promote a general scheme of intercommunication (unless the Bombay lines were permitted to ascend the Ghauts); and it appears to me, *primâ facie*, that the general object would be best secured by a northerly line from Madras to the head of the Kistna's delta, and thence up the valley of the Godavery, to meet the Bombay line already described (paragraph 22).

26. A line by Arcot and Salem to Coimbatore and the western coast, would be a sort of compromise between Major Kennedy's views and those of Major Pears. There is a strong presumption that it would be a valuable commercial line, but it would not possess first class gradients, nor would it apparently further the connexion of Madras with the other Presidencies. It would, in my opinion, be as much a provincial measure as the proposed line to Bangalore and Bellary.

27. It is my opinion, which, however, I submit with the greatest diffidence, that the northern line claims the first attention, and should that be found liable to insuperable objections, that the south-western line would be, on the whole, preferable to the ascent of the Ghauts.

28. Some of the Appendices to Major Kennedy's Report have not yet reached me, and others were received late. Having been unable to examine them properly, I would beg to defer my remarks to a future occasion.

(Signed) W. E. BAKER, Major,
Consulting Engineer to the
Government of India.

Calcutta,
1st February 1853.

MINUTE by the Most Noble the Governor General.

Enclosure.

20th April 1853.

1. THE Honourable Court of Directors has recently made a series of references to the Government of India, regarding proposals for the construction of various railways in different parts of India.

They comprise a memorandum by Major Kennedy, lately the consulting engineer of this Government, specially directed to a consideration of the lines already proposed at Bombay, but entering largely, also, into the question of railways for India generally. A subsequent despatch calls for the opinion of the Government upon a specific proposal for constructing a line from Bombay to Agra, via Baroda.

Indian Railways.
 Governor General
 to E. I. Company.

Enclosure.

The views of the Governor General in Council are also required, relative to the extension of the railway from Calcutta to the north-west frontier, the proper portions to be constructed, and the most eligible mode of carrying them on.

The opinion of the Government of India has, in like manner, been called for regarding the lines of railway that have been suggested for the Presidency of Madras.

Lastly, a proposal for the formation of a railway from Calcutta to Diamond Harbour has been transmitted for the consideration of the Governor General in Council.

Upon these the Honourable Court has required opinions with the least practicable delay.

2. The references embrace a variety of questions, whose magnitude and importance can hardly be overstated. The consideration of them involved the necessity of previous reference to the other Presidencies, with whose local projects the Supreme Government had no acquaintance. It demanded the most anxious and careful deliberation, and closeness of inquiry, which was hardly compatible either with the necessity for early reply, or with the due consideration of other questions occurring in the daily course of events, and imperatively demanding immediate decision.

The consulting engineer, who was absent examining the extension of the Bengal Railway, was immediately recalled to the Presidency. The consulting engineer at Madras was requested to repair to Calcutta. Distance did not admit of my requesting the presence of the engineer from Bombay; but full reference was made upon the several matters on which it was necessary that the views entertained in that Presidency should be known.

I have had the advantage of conferring personally with Major Baker and Major Pears, and the reply of Captain Crawford has been received from Bombay.

3. I have given my best and most earnest consideration to these great questions, sensible of the responsibility which attaches to the expression of an opinion upon measures that will affect so many and such vast interests; and I now submit respectfully the conclusions I have formed to the collective judgment of the Honourable Court.

4. It will be convenient to treat the several questions that have been raised in these documents in their natural order. I propose, therefore, to advert,—

- 1st, To the question of a general system of railways for India, on which Major Kennedy has dwelt in the memorandum transmitted by the Court.
- 2d, To the lines required in the Presidency of Bengal.
- 3d, To those proposed and required in the Presidency of Bombay.
- 4th, To those projected or desirable for the Presidency of Madras.
- 5th, To the agency by which the lines shall severally be constructed.
- 6th, To the general principle which ought to be observed in the construction of them.
- 7th, To the particular companies which seek permission to undertake them.

5. It cannot be necessary for me to insist upon the importance of a speedy and wide introduction of railway communication throughout the length and breadth of India—a single glance cast upon the map recalling to mind the vast extent of the empire we hold; the various classes and interests it includes; the wide distances which separate the several points at which hostile attack may at any time be expected; the perpetual risk of such hostility appearing in quarters where it is the least expected; the expenditure of time, of treasure, and of life, that are involved in even the ordinary routine of military movements over such a tract; and the comparative handful of men scattered over its surface, who have been the conquerors of the country, and now hold it in subjection—a single glance upon these things will suffice to show how immeasurable are the political advantages to be derived from a system of internal communication, which would admit of full intelligence of every event being transmitted to the Government, under all circumstances, at a speed exceeding fivefold its present rate, and would enable the Government to bring the main bulk of its military strength to bear upon any given point in as many days as it

would now require months, and to an extent which at present is physically im- Indian Railways.

6. And if the political interests of the State would be promoted by the power which enlarged means of conveyance would confer upon it of increasing its military strength even while it diminished the numbers and cost of its army, the commercial and social advantages which India would derive from their establishment are, I truly believe, beyond all present calculation. Great tracts are teeming with produce they cannot dispose of; others are scantily bearing what they would carry in abundance if only it could be conveyed whither it is needed. England is calling aloud for the cotton which India does already produce in some degree, and would produce sufficient in quality and plentiful in quantity if only there were provided the fitting means of conveyance for it from distant plains to the several ports adapted for its shipment. Every increase of facilities for trade has been attended, as we have seen, with an increased demand for articles of European produce in the most distant markets of India; and we have yet to learn the extent and value of the interchange which may be established with people beyond our present frontier, and which is yearly and rapidly increasing.

Governor General
to E. I. Company.

Enclosure.

Ships from every part of the world crowd our ports in search of produce which we have, or could obtain in the interior, but which at present we cannot profitably fetch to them; and new markets are opening to us on this side of the globe, under circumstances which defy the foresight of the wisest to estimate their probable value, or calculate their future extent.

7. It needs but little reflection on such facts to lead us to the conclusion that the establishment of a system of railways in India judiciously selected and formed, would surely and rapidly give rise within this empire to the same encouragement of enterprise, the same multiplication of produce, the same discovery of latent resources; to the same increase of national wealth, and the same similar progress in social improvement, that have marked the introduction of improved and extended communication in various kingdoms of the western world.

8. If further illustrations of these advantages be sought they will be found in the documents laid before the Honourable Court. The Court itself has recorded its desire that "India may, without unnecessary loss of time, possess the immense advantage of a regular and well devised system of railway communication."

(67, 1852.) 21st Dec.
par. 2.

I trust, therefore, that it may be considered as a matter determined, that the limited sections of experimental line which have heretofore been sanctioned by the Honourable Court, are no longer to form the standard for railway works in India, but that these are to be undertaken upon a scale proportional to the extent of the British dominions in the east, and to the immediate benefits they are calculated to produce. I conceive that experimental lines of small extent are at this day no longer requisite.

9. The mechanical practicability of constructing railways in India, needs no further experiment for its establishment. If there are difficulties in India from which railway works in Europe and America are free, India is exempt on her part from many great impediments to which those countries are subject. If there are still doubts and difficulties here which the soil or season of India create, it may now be assumed with confidence that there are none which the skill and experience of those who are charged with the undertaking will not be able to master.

10. Again, the commercial success of railways in India, which the experimental lines were partly intended to test, is in my humble judgment not less certain than the practicability of them as material constructions.

Whatever might have been the result of the commercial experiment upon the short section of line which was commenced at Calcutta, if it had not been extended beyond its original dimensions; there seems to me to be no doubt of it proving remunerative, if it became as is now proposed, portion of a substantive line towards the north-west provinces. The amount of traffic which is passed and met by any one travelling upon the great trunk road; the inability of the limited number of steamers on the Ganges to meet the demand for freight; and the numerous river craft which everywhere cover the stream and crowd the canals near this city, through which they communicate with the port, all betoken an amount of goods requiring conveyance, which must be very great in extent.

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

There is no *prima facie* reason to suppose that the parties interested in the conveyance of this mass of goods will not greatly prefer the rapid, safe, and easy carriage of a railway to the slow and riskful voyage of a country boat. And all the engineers have distinctly stated in their several reports up to the most recent which Major Baker has submitted, that their constant communications with the natives with whom they are brought in contact along the country which is to be traversed by the lines, have satisfied them, not only that the natives will gladly use the railways for the conveyance of their goods, but that they will have no scruple in availing themselves of them as passengers, if only the rate of fare paid shall render the carriages available to them.

If the lines shall be judiciously selected in the first instance, well and economically constructed, safely and thriftily worked, I entertain no doubt that upon the great lines of communication now in the contemplation of the company, the returns will be remunerative, and that the Honourable Court will be called upon after a line shall be in full operation, to pay the interest which it has been obliged to guarantee upon the capital, in order to induce the public to invest its money in railway works in India.

11. Were it otherwise, I should still consider it to be the plain duty of the Honourable Company to concede the assistance which is now required of it for the establishment of Indian railways.

Though the lines should not prove clearly remunerative, they will certainly pay in some degree. If the Honourable Company should thus be left liable for some payments to the railway proprietors, still additional means to meet this liability will be afforded by the reduction of public establishments which the introduction of railways will render feasible, though these may not be practicable to the extent anticipated by Major Kennedy in his memorandum. And even if, contrary to the expectation of those who are best qualified to form a judgment upon the subject, the railways should not prove a profitable investment, and the Honourable Company should be called upon to make good yearly a considerable portion of the interest it has guaranteed—the direct advantage it will derive from railways in the reduction of military force which they will render practicable, and the many other direct and indirect benefits which will accrue to it politically, commercially, and socially from their existence, will be so great and so palpable, as to render the payment of guaranteed interest a burden which the Honourable Company may cheerfully and contentedly bear; more especially when it calls to mind the peculiar relation in which it stands to the people, over whom it has been set to rule.

12. Having stated my opinion that the construction of an extensive system of railways in India ought at once to be commenced; and having further expressed my conviction that the lines when fully established will, if prudently and well constructed, be remunerative to those by whom they may have been constructed, and will be productive of infinite advantage to the Government as well as to the community—I have now to suggest the lines which it appears desirable to establish in the first instance.

13. In the memorandum to which the Honourable Court has directed our attention, Major Kennedy has observed, after stating various general principles:—

“The first object must be to lay down the great trunk lines, with a view to the broadest future ramification, and on a principle that shall ensure the most profitable permanent working of the lines generally, bearing at once upon the internal intercourse of India itself, as well as upon the intercourse of India with Europe.”

In fulfilment of this object, he proceeds to consider the lines of railway which would lead to the most perfect and comprehensive system of intercommunication that can at any future time be looked to for India. These he has marked in successive maps, in the order in which he considers they should be undertaken, according to the funds that may be available under circumstances which he supposes.

I apprehend that any attempt to lay down at this time a perfect and comprehensive system of railways covering the surface of India, is premature, and can lead to no practical result. I conceive that my present business is to advise the Honourable Court as to those great trunk lines which are of primary importance, not only as being most immediately required, but as forming the main channels

which future lines shall be able to take advantage of, as the best and readiest means of communication with other portions of the Indian Empire.

Indian Railways.

14. That some such general outline of a system should be described at the commencement, is of essential importance, in order that whatever capital may now be made available for the construction of railways in India may not be frittered away upon local and inconsiderable schemes, but may, as far as possible, be made to conduce to the establishment of those great lines by which the general interests of India would be best served.

Governor General
to E. I. Company.

Enclosure.

15. The main considerations which should determine the selection of a great trunk line of railway in India must be—1st, the extent of political and commercial advantages which it is calculated to afford; 2nd, the engineering facilities which it presents; and 3d, its adaptation to serve as a main channel for the reception of such subordinate lines as may hereafter be found necessary for special public purposes, or for affording the means of conveyance to particular districts.

16. Tried by these tests, I apprehend that the line from Calcutta by the valley of the Ganges to the north-west provinces, which is referred to by the Honourable Court (in the despatch, 67, 1852,) will stand the first in order of importance and value, and ought to command the earliest and best attention of the Government of India.

The first portion of the line from Calcutta to Burdwan and Raneegunge was sanctioned some time ago. Its extension from Burdwan to Rajmahal has already been approved.

The engineer of the railway company and the consulting engineer have been engaged during the past season in closely examining the line proposed from Rajmahal to Allahabad.

Their report, which has lately been submitted, is fully satisfactory. Beyond Allahabad the country is known in its general character to be eminently favourable for the formation of a railway, although it has not been minutely surveyed.

With the exception of the rivers which intervene, there is nothing to prevent the prolongation of this line to Lahore and to the river Jhelum, whenever it may be thought desirable so to do; and although the country between the river Jhelum and Attock, in whichever direction it may be approached, will present greater engineering difficulties than the other portions of the line, there is in my opinion nothing whatever to prevent the railway being carried to the banks of the Indus at Attock, within forty miles of our extreme western frontier, whenever it shall seem good to the Honourable Court to order its construction.

17. The line I have sketched, even though it should not be carried at present beyond the river Jhelum, will constitute a very noble work, replete with the highest advantages to the Government and to the public.

18. Viewing it, first, with especial reference to the interests of the state, I have to observe, that it would infinitely diminish the risks, if risks there be, which are involved in the extension of our frontier to a distance of 1,500 miles from the capital of the country. The points on which hostile attacks are the most probable are the Cabul frontier and the borders of Nepaul.

19. The hostility of Maharajah Gholab Singh, which has sometimes been anticipated, will most assuredly never be exhibited, so long as he has life in himself and strength to prevent its exhibition by others. The interest of future rulers of Cashmere will hardly be less urgent than his to induce them to cultivate friendly relations with the Government of India. If they should not be friendly, neither the wealth and power they hold nor the character of the people they rule are sufficient to make them formidable to us.

I regard, therefore, the states of Cabul and of Nepaul as the only powers from which hostilities are likely to proceed.

20. The probability of an European invasion by way of Cabul, and by an European force, is so remote as to be hardly more than a bare possibility.

But the probability of an attack from Cabul under European instigation, if circumstances should arise elsewhere to recommend it, especially if either foreign war or internal disorder should, concurrently with such circumstances, compel us to weaken our force in the western provinces—is by no means to be disregarded.

21. The state of Nepaul is, I believe, at the present time sincerely friendly, but its prince is a nonentity; its minister, Jung Bahadur, whose personal knowledge of the real power and resources of the British Government forms our

Indian Railways.
 Governor General
 to E. I. Company.
 Enclosure.

best guarantee for the friendliness of Nepal, is, I fear, public feeling of his countrymen to admit of our regarding his tenure of power or of life as at all secure. Events have already shown that he stands in a perilous position; and if the attempts to destroy him should succeed, trouble upon the frontier of Nepal is not altogether improbable.

22. The distance between the frontier which I have indicated as the point of risk, is very great. The European force in the eastern portion of this Presidency has been for many years past weaker, perhaps, than prudence would altogether warrant.

The recent addition of Pegu, however unwelcome, must be provided for; and while we have only our present force, must proportionally increase the risks of the Nepaulese frontier, whatever those may be held to be.

23. Whether, then, hostility shall come from Cabul or from Nepal, the line of railway to which I have referred would be of incalculable value.

Touching every important military station from Calcutta to the Sutlej, connecting every depôt, Allahabad, Agra, Delhi, Ferozepore, with the arsenal in Fort William, it would enable the Government of India to assemble upon either threatened frontier, or if it were necessary upon both, an amount of men and materials of war amply sufficient to deal with any such emergency, and within a period which would be measured by days; whereas months must elapse with our present means before we could provide the same extent of military defence.

24. Inasmuch as the consciousness of our power thus to concentrate our means wherever we might desire would deter native states from resorting to combined attacks, which they have hitherto happily neglected to attempt, it is probable that the army we now maintain might be numerically reduced without unduly diminishing our military strength.

The weary reliefs of corps periodically traversing long distances, at heavy expense to the state, with grievous loss of time and occasionally with loss of life, would in a great measure be obviated. The heavy tax upon the people of districts, which is often unavoidably inflicted by reason of the necessity of carriage for the troops, would be removed.

European stores, tending to benefit the health and affect the conduct of our troops, would be easily obtained quickly and cheaply. And in many various ways, which it is unnecessary to follow in detail, the power of the state would be increased, and its interests materially promoted.

25. The course which the railway would follow for these political purposes is, at the same time, the very best which it would be possible to select for the interests of trade, and for the local advantage of the whole of this portion of India. The sections that have been already sanctioned open the only coalfield which has yet been brought into extensive operation in Bengal, and afford means of conveyance for the great mass of traffic, which, excluded from direct communication with the port of Calcutta by the imperfect navigation of the Nuddia rivers, is compelled, during a great portion of the year, to find its way by the circuitous and inconvenient channel of the Soonderbunds.

The construction of the line to Rajmahal will, at the same time, afford new and great facilities of carriage for the rich produce of districts that lie upon the left bank of the river Ganges.

Proceeding onwards to Allahabad the line will skirt the hilly tracks that are now under examination with reference to the mineral wealth they are said to contain. It will open out the opium districts, and will meet the trade of the Nerbudda valley at Mirzapore, its chief emporium.

Beyond Allahabad it will run along the entire Doab, skirting the frontiers of Oude, whose great fertility and natural resources will one day contribute largely to the traffic of the line. It will traverse the country beyond Cawnpore, which, fruitful already, will shortly become more so under the influences of the Ganges canal, whose opening is looked for in 1854. It may receive, whenever it is desired, a branch by Furrackabad, for the conveyance of the produce of Rohilcund; and it will be equally accessible to such other branches as either the Honourable Company or native princes may desire to lead from it into their districts on the other side.

And although the country beyond Delhi is at the present time less productive and less populous than the districts below—no man who has noted the effect which even four years of peace have had upon the face of the country beyond the Sutlej, or who is aware of the vast results which the providing of the means of

irrigation produces upon the cultivation and peopling of similar districts in India will entertain a doubt of the certain success of those great irrigation works which are already commenced in the Barce Doab, and are contemplated in the cis-Sutlej province, or of their rendering the districts beyond the Doab, at no distant date, as populous and as productive as those within it.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

26. With the prospect of so many and such various benefits to be derived from its construction, I have to recommend that the line of railway by way of the Ganges valley to the north-west should be completed as far as Delhi with all practicable speed, and that it should thereafter be carried across the Punjab as soon as may be found feasible and expedient.

27. The only local line which is at present contemplated within the Presidency of Bengal is the line from Calcutta to Diamond Harbour.

The object which it is intended to secure by the construction of this line is indicated in the first paragraph of the despatch from the Honourable Court.

The despatch observes: "Adverting to the difficulties and dangers which attend the navigation of the river between Calcutta and its mouths, it appears to us that these evils would in a great measure, if not altogether, be avoided by means of railway communication, and that such a work would, in other respects, be productive of much public benefit, and would materially promote the shipping and mercantile interests connected with your Presidency."

In order to enable this Government to give an opinion as to the dangers incurred by trade and shipping in the navigation of the Hooghly, and as to the sufficiency of a railway to Diamond Harbour, as a remedy for the evils adverted to, I caused a reference to be made to the Superintendent of Marine. That officer has submitted a return showing all the vessels that have been lost in the navigation of the Hooghly during the last twenty years.

They amount to fifty-one in number. Of these only nine were lost above Diamond Harbour, all of which were weak and inferior ships.

It further appears that among such ships as have taken the now common precaution of being towed by a tug-steamer, only one has ever been lost below Diamond Harbour, and not a single one above it.

These facts, briefly stated, afford the means of effectually testing the value of the present project.

They show that a railway to Diamond Harbour, far from averting "in a great measure, if not altogether" the dangers of the navigation of the Hooghly, would exercise a very small influence over them, for they lie chiefly below Diamond Harbour. They further show that whenever ships have recourse to the usual easy and accessible precaution of steam towage, the dangers of the navigation are reduced to nothing above Diamond Harbour, and as nearly as possible to nothing below it.

Apprehensions have been entertained that the navigation of the river might be closed altogether by the silting up of the channels near the James and Mary sand.

No information has ever been before me to show that this is a probable event or that it has of late years become more probable. Until it does actually occur or until the probability thereof becomes imminent, or until those huge arks which have been spoken of, and to which Captain Rogers alludes, shall really be the vehicles for the commerce of India, I am unable to advise the construction of a railway from Calcutta to Diamond Harbour.

Fleets of magnificent merchant ships annually come and go, uninjured and even unimpeded. The fine steam ships of the Peninsular and Oriental Company habitually run up and down the river safely, and at a very high rate of speed. The large mail steamers of the Screw Company, and the heavily-armed steam frigates of the Indian Navy, perpetually traverse the channel without difficulty or danger.

I do not believe that the formation of a railway to Diamond Harbour would be of the slightest benefit to any one of these; or that, if it were opened for traffic from

proximity to their cargo and agents, or accessibility to their passengers, and manifold other conveniences, both for those who belong to the ships and for those who are on shore.

Indian Railways.
Governor General
to E. L. Company.
Enclosure.

I am aware of no benefit whatever which would be derived by the Government from the existence of such a line of railway. Nor is it apparent to me in what other respects it would be productive of benefits to the shipping and mercantile interests of this Presidency.

If, however, those interests are of opinion that a railway to Diamond Harbour would be advantageous to them, I respectfully submit that the proper course is, that their own enterprize should provide the line for their own advantage. It would be a line of limited extent—of very easy construction; for there does not appear to be any formidable engineering difficulty in its course—and cheap, excepting where it would be necessary to purchase land in the immediate vicinity of Calcutta. The project, therefore, would be easily accomplished by a very small exertion of enterprize, and a comparatively small amount of capital.

As the dangers of the navigation do not loudly call for this line, as the interests of the Government would in no respect be promoted by it, and as it is quite within the ordinary compass of joint stock undertakings, I beg leave to express very strongly my opinion that it should not be taken in hand by the Government of India; and that, if private parties should engage in it, the Honourable Court should not come under the obligation of guaranteeing interest upon the capital raised for it in any amount whatever.

With reference to the observations of the Superintendent of Marine upon Chilka Lake, I have only to remark, that it is so little of a practical question at the present moment, that I do not think it necessary to occupy the time of the Honourable Court by entering upon a consideration of it.

28. The next important point for consideration is the desirableness of connecting the several Presidencies by means of railways, and the best mode of effecting the communication. I attach no great value to the connexion by railway of the several capitals and seats of Government, considered merely as such. But it appears to be of the first importance to connect the several Presidencies by a line of rail, each with the other, and to unite Hindostan and the districts to the north-west with the western ports in the peninsula.

29. The memorial of the directors of a proposed company for constructing a line from Bombay, via Baroda, to Agra, which has been transmitted for the opinion of this Government by the Honourable Court, communicates very fully the several political and commercial purposes which would be served by their project. Although their case seems to be somewhat overstated, and although I do not concur with them in thinking that Simla must ere long become "the permanent residence of the general government of India," or recommend that it should be so, I am strongly of opinion that the formation of some line uniting Hindostan with Bombay is immediately desirable.

30. Whatever strength there may be in the arguments by which a general line through Hindostan has been urged on political grounds, they bear as strongly in favour of a junction line with the Presidency of Bombay. The military power of the Government of India would be incalculably advanced thereby.

The Presidency of Bombay may be said to have no foreign frontier, except in Scinde.

The Nizam is a foreign potentate, but wholly helpless in our hands.

Of the Rajpoot states, none are hostile, or in the least likely to become so. Most of them furnish a contingent force in some form, officered and controlled by the British Government, which is stationed within their bounds, and forms an effectual check upon them. Even if they should become hostile, the experience of a century has shown us that the danger of combination need not be anticipated; while, if it should unexpectedly take place, the force in the Presidency would be amply sufficient to meet it, even though a considerable portion of the army should be detached elsewhere. In taking this view, I assume, of course, that all risk of simultaneous foreign invasion upon the coast will be fully provided against by our fleets upon the sea.

Such being the political situation of the Presidency of Bombay, it would be able to afford, with safety to itself, extensive and valuable aid to the Government of India, in the event of the Bengal army being suddenly and heavily threatened by any of those very possible events to which I have pointed in previous paragraphs, if only the means of movement for its troops were afforded to it, and a railway were in existence, annihilating the vast distance

which separates the two armies, and which deprives them, in a great measure, of all the advantages of mutual co-operation.

31. Nor is it in time of war alone that such a communication would be valuable. Heretofore, and until very recently, every recruit that joined his corps from England, every invalid that was sent back shattered to his home, was obliged to travel the long, slow, weary track to Calcutta, however distant the station at which he was placed. Within the last two years, the establishment of steam communication regularly on the Indus has enabled the Government greatly to lessen this evil. The despatch of recruits by Bombay to Kurrachee, for that large portion of the Bengal army that is stationed to the westward of the Jumna, and the conveyance of the invalids of the same portion of the army from Ferozepore to the sea, have been a vast improvement. But a railway to Bombay would afford infinitely greater relief to the class, returning home, and far greater facilities in favour of those for the first time arriving in a tropical climate.

32. Its advantages might be still further extended with great economy of time and money, and probably with great benefit to the health of the troops, and consequently increase to the efficiency of the Bengal army. If a line were in full operation, regiments in relief, instead of landing at Calcutta and having their first introduction to an Indian climate in those districts where its character is the worst—or instead of landing at Kurrachee, which can only be done at certain seasons of the year—might be shipped for the shorter voyage to Bombay, and being landed there, might at once be transported by rail to such station in the upper provinces as might be thought best adapted for ensuring the health of the corps.

33. Furthermore, I hope before long to see the cost of the conveyance of troops to India reduced by still another step, and the time occupied upon the voyage equally curtailed, by obtaining permission to convey them across the Isthmus of Suez.

At the present time nothing would be gained by such a change; but when the railway in Egypt shall be completed from Alexandria to Suez, as it undoubtedly will—and if a railway shall be formed from Bombay to Upper India, as I trust it may—a regiment may be carried in steam transports from England to Alexandria, conveyed in twenty-four hours from thence to Suez, thence landed by the ships of the Honourable Company at Bombay, and moved up to their station in Hindostan by rail, in less time, and with infinitely less trouble than they now could march from Calcutta to Benares.

The conveyance by rail across Egypt will, I venture to hope, remove any objection which might be felt to the passage of foreign troops; while, if the permission should be granted, a corps might leave England after the heat of summer was over, and might be quartered before Christmas upon the banks of the Sutej, without any exposure in its way, and with four months before it of the finest climate under the sun, so that the men would enter upon the first heats of India with constitutions vigorous and unimpaired by the accidents of voyage or march.

34. There can be little doubt that, viewed commercially, this line would supersede all present modes of communication for passengers between Hindostan and the sea. Large numbers of persons already take advantage of the steamers upon the Indus, but the port of Kurrachee is closed during the monsoon. A railway would be available at all times. The Indus passage, though better than the state of things that preceded it, is at best a tedious one, occupying some weeks. The railway would place travellers at Bombay in as many days. These steamers on the Indus bring up European stores and goods far faster and safer than the native boats that preceded them; the bullock train in the upper provinces, now extended to Calcutta, is a great advance on the hackeries before it; but in either case, months elapse before either traders or individuals can obtain the articles on which they are dependent for their business or their comfort. Here again, the time in which they would be supplied by railway would be measured only by days; and although, of course, the construction of a line from Calcutta would, in like manner, afford the conveyance for goods which they require—the line from Bombay, communicating through Egypt with England, would be shorter and speedier, and, by virtue of competition, probably as cheap as that through Bengal; while European goods conveyed direct to

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Bombay by sea would, I apprehend, be able to enter the markets in Hindostan at an advantage, as compared with similar goods by way of Calcutta.

35. On these grounds I consider that a line of railway connecting Upper India with the western ports and with the Presidency of Bombay, would be of great political and commercial value, and I beg leave strongly to advocate its construction.

36. The specific course which such a line should follow, it is hardly possible as yet to decide.

The company whose memorial has been addressed to the Honourable Court, projects a line, by way of Baroda and Neemuch, to Agra, commencing for the present at Surat, and leaving the link between that city and Bombay to be constructed the last in order.

There can be no doubt, I think, that, on political grounds, such a line would be the best, as it would be also the most direct. But it would, doubtless, be contended by many that the commercial advantages of a line which, commencing at a point near to that contemplated by the memorialists, should be carried up the valley of the Nerbudda, and joining the Bengal railway somewhere near Mirzapore, should thus follow the natural course of the present trade, while it opened up the coal fields known to exist, and the productive resources of that extensive and fertile valley—would be so superior to the line by Neemuch as to recommend it as the first to which capital should be applied.

I entertain little doubt that one day both of these lines will be formed. If one only can be obtained, then, although the line by the Nerbudda would open a communication with Hindostan circuitously, I am of opinion that the line by Baroda and Neemuch would be preferable so far as we are at present able to judge, and should be selected for construction if it should be found, on examination, a practicable and eligible line.

37. This condition is necessarily attached to my recommendation, because at this moment the Government of India has no knowledge of the character of the line, excepting that which it can obtain by looking at the map. The memorial of the company which proposes to undertake it, gives no information whatever. It proposes indeed that the maximum cost per mile shall not exceed 5,000*l.*, exclusive of the crossing of great rivers; but it quotes no survey, adduces no facts, and, in short, supplies no evidence whatever to show that the line can be constructed for that or for any other sum.

I repeat, therefore, that I advise the construction of a line from Surat by Baroda and Neemuch to Agra, as being calculated to afford the greatest amount of general advantage; if, on survey, it should be found that the work can be executed upon any such terms as those contemplated in the memorial of the directors of the Baroda and Central India Railway Company.

38. I would further observe that the omission or the postponement of the link between Surat and Tannah (or Bombay) appears to me to be a great imperfection in the proposed scheme. No doubt the connexion of the line at Agra with Surat on the coast, would of itself be a great gain. But the work would be very incomplete, until it were extended so as to communicate uninterruptedly with the harbour of Bombay.

39. The memorial does not state whether the company has taken, or intends to take any measures for the survey of this line during the ensuing season. A knowledge of the engineering character of the different channels by which Bombay might be approached from Hindostan, is very urgently required; and I would propose that arrangements should be made during the summer to commence a general survey of these two lines in the autumn, if the railway company should not have taken measures for that purpose, or unless the Honourable Court should instruct us otherwise.

40. I have now to enter upon the consideration of those lines in the Bombay Presidency upon which the Honourable Court has required the opinion of the Government of India, with especial reference to the remarks contained in the memorandum by Major Kennedy.

A line has already been constructed from Bombay to Tannah, twenty-four miles in length, this point must be common to all lines entering the Island of Bombay—whatever may be their direction. An extension of this line to Callian, to the eastward of Tannah, has been sanctioned. From Callian three lines of railway have been submitted for consideration.

1st. The Thull Ghaut line carried in a north-easterly direction by Nassick into Candeish, with a view to future prolongation onward.

2nd. The Bhore Ghaut line carried in a south-easterly direction to Poona, with anticipated extension to Ahmednuggur &c., and as the probable course of a junction line with Madras.

3d. The Malsej line carried in an easterly direction between the two others to the table land.

All of these, as their names imply, mount the Ghauts of the Syhadree range. 1846—1847.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Report of Engineer
of G. I. P. Railway
Company, p. 226.

The Thull Ghaut and Bhore Ghaut lines were proposed a few months ago. Upon closer examination of it, all parties concerned, the Great Indian Peninsula Railway Company, the Government engineer, and the Government of Bombay concur in recommending the total abandonment of the Malsej Ghaut line.

When I observe, that, at the lowest calculation, it could not be opened for through traffic for seventeen years to come, it will be thought that I have stated sufficient ground for concurring in its abandonment, without entering further into the many good reasons which are given for that course in the very full reports of the railway and the superintending engineers.

The question then for consideration relates only to the Thull Ghaut and Bhore Ghaut lines.

41. The superintending engineer in his observations upon the memorandum of Major Kennedy, writes thus:—

“20. It will be seen from paragraph 30, and also from the opening of Appendix No. 3, that Major Kennedy is not aware that the whole project for reaching the table land of Candeish by the Malsej Ghaut route has, after a most careful reconsideration and survey of the other routes, been rejected for that by the Thull Ghaut, and there is no intention now of attempting the ascent by a fixed engine incline of about six miles, with a gradient of about one in eighteen, or by an alternative incline of thirteen miles long, with a somewhat reduced gradient.” All exceptions therefore taken by Major Kennedy to these points, or to the branches north from Alleh to Candeish, and south eastward to Sholapore are now of no force.

Neither is it the intention that the grand trunk line between Bombay and Agra “should pass over no fewer than four unnecessary and fierce ranges of mountains;” indeed, it is no object, at any rate at present, with those in Bombay interested in railways, to look towards Agra at all. Our object is to reach the table land of the Deccan and Candeish as speedily as possible, and this I am fully persuaded is provided for in the project now before Government in the report forwarded by the railway company.*

42. In these remarks it does not appear to me that the superintending engineer has fairly met the main objections to the Bombay lines, set forth by Major Kennedy.

That objection broadly stated is, that it was a grave error to propose that the grand trunk road by which the whole northern, north-western, and north-eastern traffic is to approach Bombay, the important mercantile capital of Western India, should be carried over the Syhadree Ghauts.

The remarks of Capt. Crawford which I have quoted, would appear to imply that the lines now projected have no other object than “to reach the table land of the Deccan and Candeish, as speedily as possible.” It appears, however, from other passages in the documents communicated from Bombay, that their views regarding the Thull Ghaut line are not limited to this local object.

Letter, par. 20.
31st January 1852.

Later in the same letter Capt. Crawford remarks “The country onwards from Candeish appears to offer every facility for the extension of the line to the eastward; so that we may hope to fall in with the Calcutta line in its extension to the north-westward, and thus complete the communication between Bombay and Calcutta by rail—a result looked forward to, I imagine, with much greater anxiety by the mercantile interests in Bombay, than a present communication with Agra.”

Par. 61.

Again in his report to the Government of Bombay, the superintending engineer gives it as his opinion, that “looking at the subject in every point of

Report 7th Oct.
1852. par. 23.

* With Letter No. 548 (D.) 27th Sept. 1852. Copy sent to Government of India, with Letter No. 450, October 16, 1852.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

Mr. Berkley's Re-
port, 14th Septem-
ber 1852, par. 223.

view there can be no doubt, that, as a grand trunk line for India, the route by the Thull Ghaut is to be preferred to all others."

This view is advocated also by the engineer of the railway company. He says :—

"It would be a part of the most practicable and convenient line for Oujein, and the province of Malwa with its opium trade, and for the north-western provinces of Bengal." It would be the "shortest route for the produce of the Nerbudda valley, with its coalfields of Baitool and Bewas, and lie, in my opinion in the proper direction for the trunk line to cross the peninsula."

These passages demonstrate, that in laying out the Thull Ghaut line both the railway company and the Government engineer at Bombay contemplate it as the great trunk line for India, which shall open Malwa, the Nerbudda valley, and the north-western provinces of Bengal, cross the peninsula, and connect Bombay with Calcutta.

Whether, then, the lines now proposed at Bombay are or are not directed precisely to the point mentioned by Major Kennedy, namely, Agra, they are recommended as great trunk lines to traverse India and convey the "northern, north-western, and north-eastern traffic" to Bombay.

Whether they do or do not literally "pass over no fewer than four unnecessary and fierce ranges of mountains" they cross the Syhadree range and other ranges and valleys in the route anticipated for them—wherefore the lines now proposed are substantially liable to the main objection advanced against them in the memorandum in like manner as the Malsey Ghaut line to which it appears that Major Kennedy referred.

43. The practical question for determination is this—is the Thull Ghaut line, so strongly urged by the Great Peninsula Railway Company and the Government of Bombay, well fitted to be a great trunk line, connecting that city with Hindostan and Bengal, and serving as the channel for conveying the trade of northern and central India to the western port?

I have no hesitation in expressing a decided opinion that the Thull Ghaut line, as at present before this Government, is in many respects highly objectionable, and ought by no means to be adopted by the Honourable Court as a great trunk line for communication with the rest of India, unless it should appear that nature has denied us the possibility of finding a better, which I do not believe to be the case.

44. In support of this opinion it is necessary to advert shortly to the character of the line as shown in the engineer's report, and in the tables of gradients and curves appended.

Leaving Callian it runs straight at the Ghaut in the Syhadree range, which it is intended to surmount by a steep incline.

For eighteen miles out of twenty-eight, before it reaches the foot of the incline, it rises at a gradient of one in 100.

It mounts the incline at a continuous gradient of one in thirty-seven for nearly seven miles. This, however, is not its most objectionable feature, which is to be found, as the engineer points out, in the concurrence with this steep gradient of "sharp reverse curves" of thirty-two and even thirty chains radius.

The railway engineer admits this feature to be objectionable, but he affirms "from the experience upon inclined planes of a similar character in England, that this one may be worked efficiently by locomotive power."

The superintending engineer, quoting the opinion of the engineer as to working a train up this plane by locomotive power, observes :—"I must confess, however, that the working the downline on such an incline appears to me almost as difficult a problem as getting the traffic up it."

The railway engineer proposes to effect this solely by the use of ordinary breaks, and he refers largely to the Lickey incline, in proof that it can be safely done. Both planes are at one in thirty-seven, but the Lickey incline is two miles and a quarter in length, the Thull Ghaut incline nearly seven miles; and moreover, as the superintending engineer justly observes, the Lickey incline "has not curves of thirty chains radius upon it."

The superintending engineer proposes to meet this difficulty by "the principle of the atmospheric railway reversed." I am not sure whether I understand this proposal correctly when I assume it to mean, that the speed of the descending train is to be checked by the repelling pressure in the atmospheric

Report, par. 168.

Report, p. 27.

P. 27.

tube, in the same manner as the pressure has usually been used for propulsion. If so, with complete deference to opinions better than mine, I must needs say, that according to existing experience of atmospheric railways, this seems to me to be a desperate nostrum.

Governor
S. to E. I. Company,

Enclosure.

It is now a good many years since an opinion unfavourable to the atmospheric lines was expressed by the Railway Department of the Board of Trade. Like many other opinions which proceeded from the department, this one was overruled by Parliament. Atmospheric lines were constructed, one to Croydon, one I think in Devonshire. The result of the Croydon line (and I believe of both) was total failure. Those who used to travel on the South-eastern Railway will remember the very common spectacle of the carriages standing on the atmospheric line motionless, for want of power to move them. And all who do so, will feel as I do, some consternation at the thought of what would be the consequence of a similar failure of power in the Bombay atmospheric line, when a train should be descending the Thull Ghaut, in a gradient of one in thirty-seven, with curves of thirty chains radius for seven miles together. On the Croydon line, in such a case, the train simply stood still; on the Thull Ghaut, it would be, I apprehend, in a vastly less secure position.

45. Such is the character of the line over which all the goods and passenger traffic from Calcutta and the north-western provinces of Bengal, the corn and coal of the Nerbudda valley, the opium of Malwa, and the cotton of Candeish are to pass, and which the superintending engineer at Bombay considers "there is no doubt, in every point of view is, as a grand trunk line for India, to be preferred to all other routes." I am unable to concur in this view.

It may be that full and searching examination of the country may prove that its nature will not admit of any better approach to Bombay being found, than this which is recommended by the Thull Ghaut. It may turn out that a trunk line to Hindostan and Bengal, by Baroda, or by the Nerbudda valley, can only be constructed at such great additional cost, or with such great increase of extent, as to render it less profitable than the Thull Ghaut line would be, notwithstanding the objections that may be stated to the latter. In such case it would doubtless be advisable to sanction a "grand trunk for India" by the Thull Ghaut. But unless this should be shown, which I do not believe to be probable, I respectfully advise the Honourable Court not to give their sanction to the Thull Ghaut line in the character of a main trunk line between the western coast of Bombay and Hindostan or Bengal.

46. It does not necessarily follow from the rejection of the Thull Ghaut as a great trunk line, that its construction as a local line should be prohibited.

Even the memorandum by Major Kennedy (whose doctrine regarding gradients goes beyond the opinion I hold, and will be considered in another part of this minute,) fully admits that "there is no doubt the interests of the table land, east and south-east from Bombay, call for every exertion to open a passage through the Syhadree range."

Memo. p. 33.

The report of the railway engineer, confirmed by that of the superintending engineer, appears to me to establish the great commercial importance of opening as soon as possible a channel for trade into the table land above the Ghauts. The practicability of it is established. Its remunerativeness seems at least to be highly probable.

Of the two lines proposed, that in the direction of Candeish appears to be of the greater commercial value. That in the direction of Poonah has considerable political value, and it is not without commercial value, but in this latter respect it appears to be inferior to the Thull Ghaut line.

The value of both, however, upon political and commercial considerations, seems to me to be so satisfactorily established, that I venture to submit to the Honourable Court a recommendation that both should be undertaken on such favourable terms as it is probable may be obtained.

An extension in one direction or the other is clearly necessary, if the portion already sanctioned as far as Callian is expected to pay. If only one project meets with favour from the Honourable Court, I am bound to say, notwithstanding the advantage politically of connecting Poonah with Bombay, that I think the Candeish line is, upon the whole, entitled to the preference.

47. Although I conceive that the Candeish line is the more valuable of the

Indian Railways.
 Governor General
 E. I. Company.
 Enclosure.

two and have recommended it for preference, I cannot recommend that it should at once be sanctioned by the Honourable Court as it now stands.

Concurring with Major Kennedy in the general principles which he lays down (as I shall elsewhere more fully explain), I cannot go with him through the whole extent to which he has carried them. Guided by the information I have obtained from the able and experienced officers who have been appointed to advise the Government on railway questions in each of the three Presidencies, I must express my conviction that such gradients as 1 in 2,000 for first class, 1 in 330 for second class lines, on which he inflexibly insists, are physically unattainable in the Presidency of Bombay, as well as of Madras.

Neither can I give my assent to the whole views he has expressed regarding the Bombay lines. The superintending engineer has shown, I think, very clearly, that in the general rules which he has thought capable of observance upon Bombay lines, and in his scheme for surmounting the Ghauts by lines free from the objections that are applicable to those proposed, Major Kennedy has written without sufficient practical and personal knowledge of the facts, and has fallen into error. The discussion is a professional one, and I venture only, with great distrust of myself, to give an opinion at all upon the question at issue. So far, however, as I may venture to do so, I must say that I think Captain Crawford has shown that the Ghauts of the Syhadree range cannot be ascended in the manner, or at the cost, asserted by Major Kennedy.

Again, I conceive that Captain Crawford has built up a very strong presumptive case against the practical correctness of Major Kennedy's opinion that Candeish ought to be opened up by a railway taking the line of the Taptee river. The length of such a river line is shown to be very much greater, the difficulties of construction would apparently be very serious, and the sources of traffic along it few and scanty.

But although I consider that the Ghauts, if ascended at all, must be ascended at gradients far less favourable than those which Major Kennedy's views regard as the worst admissible; and although I think that as the case stands at present, the Thull Ghaut line, faulty as it is, may perhaps prove to be a more profitable line whereby to connect Candeish with Bombay than the line of the Taptee river—still I am of opinion that the Honourable Court ought not to jump to a conclusion, and to sanction the Thull Ghaut even as a local line, until farther examination shall have been made, and an authoritative comparison instituted between the Ghaut line and the river line.

Both parties are at present proceeding on assumption. Neither have examined the line which they respectively commend and condemn.

I recommend, therefore, that before the Honourable Court shall sanction the Thull Ghaut line at all, they should require an accurate survey of the Taptee line; with a view to determine which of the two will be the more profitable and the more generally valuable to the interests of India.

48. Though the decision were already given in favour of the Ghaut line, as against the river line, I should further recommend the Honourable Court not to sanction the Thull Ghaut railway, over which it is probable that a very large commercial and passenger traffic will be conveyed, until further examination of the Syhadree range shall have shown that the Ghaut actually selected is the most favourable one, in an engineering point of view, by which a railway could reach the table land towards Candeish. I apprehend that it is in no way essential that the railway in mounting the Ghauts should closely follow the road over which the traffic now travels. If the line shall penetrate anywhere by the Ghauts the country from which the produce comes, I conceive it will readily draw the traffic to itself.

These observations apply equally to the Thull Ghaut and Bhoze Ghaut lines. The engineering character of the former has already been adverted to; the latter presents also some startling characteristics. Nearly six miles of its length are upon a gradient of 1 in 37, of which nearly two miles are at no more than 1 foot in 200; and curves of 30 chains radius occur in this incline, as upon the other.

49. I repeat again, nature may have decreed that we must scale this gradient or be excluded from the table land. If so, doubtless such obstructions to ascent must be submitted to. But they ought not to be submitted to until submission shall have been proved to be inevitable. A gradient of 1 in 20 for two miles should not be sanctioned, unless the engineers are in a condition to affirm that

the Syhadree range nowhere affords a Ghaut more easy of access in the direction required. That the engineers are not in a condition to say this, we know upon their own authority, with respect to both of the lines they now recommend.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

Report, p. 120.

Mr. Berkeley says regarding the Bhore Ghaut: "It would be unreasonable to conclude that in one short season of four months, and with very limited assistance, I have been able to select a line up this Ghaut which would not admit of considerable alterations and improvements. On the contrary, the minute study of the country which Mr. Sandum has made in obtaining the present section, led us to discover the means of improving the objectionable parts of that section, as soon as its completion made us aware of them."

With reference to the Thull Ghaut line, he in like manner remarks: "In the case of this as well as of the Bhore Ghaut, it cannot be expected that in the course of the last short season we should have been able to select the best line, in all its details, that the ground admits of."

Report, par. 171.

A reference to the context will show that in both cases the engineer feels confident that better inclines will be found on these passages; the superintending engineer commenting expresses an expectation that a further examination will get rid of many of the heaviest works, and especially of the incline of 1 in 20.

There is no reason to doubt that the engineers did the utmost that men could do within the time allowed, but I submit to the Honourable Court that when the engineers themselves plead insufficiency of time for examination, and when they express confident belief that better access to the table land can be found, the immediate sanction that is asked for schemes which are thus avowedly crude ought not to be given. I submit that the sanction should be withheld, not only till a more perfect examination shall have been made of the particular Ghauts selected, but until that full examination of the general range which is not shown to have been made shall have been completed, and until the engineers are in a condition to certify that the Ghauts selected are the best available for the object in view.

50. I advise this course the more, that on the other side of India, where approaches are being sought for railways to the same table land, Major Pears, the consulting engineer to the Government, has found both the Ghauts that are best fitted for the purpose in view, after separate examination, and away from the immediate course of traffic as it flows at present.

51. The record before me shows, I think, the necessity of these precautions.

The Malsej Ghaut line was examined in 1846-47 by Mr. Chapman, surveyed, recommended, and adopted by the Court. It is now very properly rejected a few years after, as it has been found on further examination that it would take at least seventeen years to complete it, and that it is as Captain Crawford succinctly describes it "not only ineligible but economically impossible."

52. I beg leave to represent the expediency, with respect to the Thull Ghaut and Bhore Ghaut lines, of that complete examination of the lines, and of the rest of the range which does not appear as yet to have been given to them; and which if it had been afforded to the Malsej Ghaut line formerly, would have prevented such facts appearing upon record regarding railway schemes as are contained in the papers before me.

53. I am aware that the course I respectfully recommend involves delay; and I am aware that the superintending engineer and the Government of Bombay strongly deprecate delay. Captain Crawford urges that "the work should be pushed on beyond Callian at once," lest capitalists at home should be intimidated, and natives should lose confidence in railways in general; and the Government of Bombay endorses the sentiment.

I humbly conceive that in dealing with so large a matter as railways for India, it is our duty to look beyond the interests and the impressions of the moment. I apprehend that capitalists at home are more likely to be intimidated, and natives to be discouraged, by discovering some years hence that we have adopted, as was done in the Malsej Ghaut railway, a costly and a bad line, when a more deliberate inquiry would have improved the actual line, or would have guided us to one altogether better—than they are likely to be alarmed by a prudent delay, incurred for the purpose of testing the soundness of the undertaking we are engaging in, and of taking reasonable care to ensure

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

that it shall ultimately prove a profitable one. Such a delay need not be a prolonged one, and most certainly is not a superfluous precaution.

54. The sum therefore of the recommendations which I have the honour to submit regarding the lines projected in the Presidency of Bombay, and on which the opinion of the Supreme Government was required by the Honourable Court, with a special reference to the remarks of Major Kennedy upon them, is—

1st. That the Malsej Ghaut line shall be wholly and finally abandoned.

2d. That the Thull Ghaut line should not be adopted as one of the great trunk lines for India, unless the examination I have already advised shall show that a better and more profitable line is unattainable.

3d. That lines opening a way from Bombay to Candeish and to Poonah respectively shall be sanctioned.

4th. That the Thull Ghaut line to Candeish shall not be sanctioned, until a survey shall have been made of the line recommended by the Taptee, and the Honourable Court shall have decided between the Ghaut and river lines.

5th. That neither the Bhore Ghaut line to Poonah, nor the Thull Ghaut line (if it should ultimately be decided that Candeish should be reached by a Ghaut line) shall be finally sanctioned until it shall have been ascertained, by full survey, that no better entrance to the table land north-east and south-east of Bombay can be found than those two Ghauts respectively; and until further survey of the Thull Ghaut and Bhore Ghaut lines shall have been made, with a view to determining specifically those modifications of the objectionable features of both lines which the engineers appear to be confident of effecting.

55. It is now to be considered whether the Presidency of Madras can be included in any general system of continuous railways in India, and what lines should be constructed therein.

The connexion of the capital of the Madras Presidency with the seat of the Supreme Government is of even less importance than a direct connexion between Bombay and Calcutta.

Madras does not, like Bombay, receive earlier intelligence from Europe, and it is considerable only so far as regards the Presidency itself. Any intelligence of moment will be communicable from Madras by the general line of electric telegraph, now about to be formed, and will be conveyed to the Supreme Government within a very short space of time, even though the wires should not be carried direct between the two cities.

56. The line of railway which is laid down in sketch No. 3 of the scheme transmitted to us, and which runs along the coast during its whole course, would, I apprehend, be very inexpedient at present, or until the circumstances of the country through which it would pass shall have become very different from what they now are.

This line would be of great length and costly in construction. It passes through a country having little produce and little trade, bordered in many parts by jungles which are even now unexplored. Along its whole course from Madras to Calcutta it would be worked in competition with the sea; a highway which in this case would be so comparatively easy, speedy, and cheap, as to be sufficient for all public purposes, and to render it preferable for all present commercial ends.

I therefore do not recommend that a line from Calcutta to Madras should be taken into consideration.

57. The junction of Madras, however, with the main line already recommended for Bombay, and thereby with the main line in Hindostan, would be of value.

The Presidency of Madras is even more unembarrassed with foreign frontier than the Presidency of Bombay. It contains seven regiments of European troops, and a numerous native army. At present this large force is in a great measure isolated, so far as the other portions of the continent of India are concerned. If however, Madras were brought into direct communication with Bombay by means of a line of railway, the military power of the British Government throughout India would be thereby still further enhanced, and its means of prompt and concentrated action most materially increased.

I apprehend also that the formation of this line direct to the great port on the western coast would be of much value to Madras in its communication with Europe, and probably in its general commerce.

58. The junction of Madras and Bombay is contemplated in the scheme to

which I have referred. Major Kennedy proposes to effect it by a line carried along the coast as far Rajahmundry, and thence, following the course of the Godavery through the territories of the Nizam, and through Candeish to Surat.

Indian Railways.
Governor General
to E. I. Company.

With reference to this line, it is observed, "a feature of much general importance in our present consideration is the great central Omrawuttee table-land. It sheds its waters in every direction to the south-eastward by the Gunga, Godavery, Mahanuddy, &c., which flow to the Madras coast.

Enclosure.

"Keeping these great geographical features in mind—and they cannot be overlooked in any general project without fatal error—they force upon us the knowledge of what the great arteries of commerce must necessarily be, and with those great arteries our trunk roads must correspond."

Para. 53, 54

59. Upon these questions I have endeavoured to aid my judgment by conference with the consulting engineer of the Presidency of Madras. Upon the principle above enunciated in the memorandum, and upon the junction line between Madras and Bombay proposed in accordance with it, Major Pears has observed as follows:—

"Now the rivers in the south are not, and never have been, the great arteries of commerce. All those rivers upon which Major Kennedy has marked lines, the Godavery, the Kistnah, the Penna, the Palnar, and the Cavery, exhibit in different degrees the same characteristic features, they rise on the table land (some at the crest of the Western Ghats); they pass over it by a course more or less circuitous, till they reach the eastern limit of that table, and they then plunge on to the Coromandel plains, either falling over abrupt Ghats, or by a hurried and very tortuous course among an uninhabited or very thinly peopled range of rugged hills covered with forests. Some of these rivers are dry during a great portion of the year, and all are subject to very great variations in their volume of water.

Para. 22, 23, 24,
and 27.

"23. It is manifest that such streams as these cannot affect the condition of the people or the country, as do the Ganges, the Indus, and the Nile. In the Ganges we see a large volume of water all the year round, serving as a great highway for the people—a broad and fertile valley, subject annually to the fertilising influence of this noble stream—and the people clustering in large numbers on its banks, exhibiting in every possible way their appreciation of the benefits they receive from it. Here then we have a great artery of commerce, and we must recollect it has become so, not merely because the country drains down the valley, but because that valley, and the stream which flows down it, are favourable to the ordinary commercial manufacturing and agricultural pursuits of mankind. The traffic to which the railway company look for their dividend is greatly due to the river in its operations as a highway. We may take encouragement from this in other parts of the country, where the traffic is now less, and trust, that denied as they have hitherto been the great advantages of cheap transport, the railways may do for them what the Ganges has done for Bengal.

"24. The Mahanuddy, the Godavery, the Kistnah, are rivers, as I have above shown, of a different character. Instead of being the great arteries of commerce, no populous or busy towns are found on their banks during their whole length. Instead of passing through a dense and industrious population, their course, for several hundred miles, lies through a region of mountain and forest where the sound of man's voice is never heard."

"27. One more observation may be made upon this point, viz., that these streams do not necessarily give us good gradients, unless by a sacrifice in length and straightness. If we take any plain, such as that of Coromandel, inclined generally to the sea, at such an angle that a direct line drawn across it perpendicularly to the coast, would fall ten feet in a mile, the general course of a river will have precisely the same fall, and it is only by following the numerous sharp sinuosities of the river, and so proportionately increasing our distance, that we could reduce the fall to that of the river's bed."

60. Having regard to the information thus afforded, regarding the physical character and present condition of the country through which this line would pass; considering that it would extend to not less than 1,200 or 1,300 miles; and that in a great portion of its course it must traverse the territories of his Highness the Nizam, who not improbably might object to it altogether, or if he did not, would certainly be a great impediment to the undertaking; I am of opinion

Major Pears,
par. 19.

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

that as at present advised, the Honourable Court should not entertain any project for a railway between Madras and Bombay, by the line of the river Godavery. I have the less hesitation in offering this opinion, because there seems every reason to believe that a junction line may be found free from the objections to which the Godavery line appears subject, of much less extent, and well calculated to promote the political and commercial purposes which, in deciding upon general lines, are to be steadily kept in view.

61. The several reports of Major Pears to the Government of Madras give a full, clear, and well weighed statement of the subject as connected with that Presidency, whose peculiar physical character introduces important elements into the consideration of the question of railways in India.

Having studied it with the advantage of personal communication with that officer, and to the best of my ability, I venture to express an opinion that the main lines immediately required in Madras may be indicated in general terms with safety.

62. It appears to be established with certainty, that there are two great lines of commerce towards the city and port of Madras. The one approaches from the northward, bringing down the rich produce of the ceded districts and of the country of Cuddapah and beyond it. The other comes in from the westward and southward, by way of Arcot, Vellore, Vaniembady, Salim, and so on towards Coimbatore, &c.

The Government of Madras have already selected the first portion of the second of these as their experimental line. On a reference directed by the Honourable Court, the Government of India has seen cause to concur with the Government of Madras in their selection of the portion, and it is already in progress.

I have the honour to advise that this line should be one of those selected for construction in the Presidency of Madras, and that it should be prolonged by Salim to Coimbatore, and, through the gap in the Ghauts at Paulgancherry, to the opposite coast. A branch should be thrown off to Bangalore, which Major Pears entertained a hope of being able to effect satisfactorily by way of a Ghaut beyond Vaniembady. A branch might be carried with advantage to the foot of the Neilgherries, near to Ootacamund; and ultimately perhaps Cannanore might be included by means of a short extension.

The reports of Major Pears afford the means of forming a judgment upon this as a commercial line, so fully, that I should waste time in repeating his facts in this paper. In a political point of view its advantages are obvious. A large military force is habitually stationed at Bangalore, to which it is proposed to run a branch. Another European regiment is stationed at Cannanore, and one is likely to be placed at the sanitarium on the hills. The proposed line of rail would touch all of these points, and would enable the Government of Madras to collect its main force rapidly at the capital, either for its own purpose or for the assistance of the Supreme Government, by embarking and dispatching troops to Calcutta, or to the eastern provinces across the bay, as occasion might require.

63. Since his return to Madras, Major Pears, at my suggestion, has made a rapid survey of the line by Cuddapah towards Bellary, upon which it has already been stated that the main stream of traffic flows to Madras from the northward, and on which cotton especially is largely grown. It is satisfactory to learn that he has found much less engineering difficulty upon this line than his general local knowledge had previously led him to anticipate, and that he now sees reason to believe that a good line may be found by Cuddapah onwards.

Further examination is being made. If it should confirm Major Pears's present view, I advise that this line also should be undertaken.

Its commercial properties have already been pointed out, and it will bring the military station of Bellary into direct communication with the capital, still further strengthening the political considerations that have been urged in par. 62 on behalf of railways in Madras.

64. It still remains to determine whether a junction line with Bombay can be found, that by the Godavery having been rejected.

It has been suggested that the line by Vellore and Coimbatore to Calicut, might be carried thence along the coast of Malabar and Canara to Bombay, and would be eligible as a main line, by reason of its escaping the necessity of

rising up the eastern Ghauts and again descending upon the west, by passing through the gap at Paulgautcherry. Indian Railways.

I have been able to obtain no accurate knowledge of the character of this line along the whole western coast. But it will be circuitous; foreign territory must apparently be crossed or avoided at Goa, and the general nature of the country upon that side of India, and a consideration of its features, as they appear even upon an ordinary map, induce me to think that this course ought not to be selected for a junction line with Bombay. Governor General
to E. I. Company.
Enclosure.

If Major Pears's examination of the Cuddapah country should lead to the discovery of an admissible line as far as Bellary, it will be seen that he contemplates its prolongation from thence up the valley of the Beema to Poonah, where it would join any line which may have been brought to this very important station up the western Ghauts from Bombay. No survey has been made as yet of this line, and it is so far objectionable, that it crosses a portion of the Nizam's territory. It does not do so, however, to any great extent, and so far as it is possible to form an opinion, with the very general knowledge of the country which alone has been obtained at present, it appears to be admissible.

I advise that means should immediately be taken in connexion with, and in continuation of, the survey of the line from Madras by Cuddapah to Bellary, for the purpose of surveying the country beyond, towards Poonah and Bombay. If present anticipations should be at all fulfilled, I conceive that this line would form the best trunk line that can be found for uniting Madras with Bombay, and with the general system of railway communication throughout the British territories in India.

65. It is very true, that this or any other direct line of junction across the peninsula must scale the Ghauts in order to cross the table-land which lies between; and consequently must be inadmissible, if the primary principle for trunk lines in India which has been laid down in Major Kennedy's memorandum, and has been referred for the opinion of this Government, shall be adopted and insisted upon. This general principle shall be presently considered. In the meantime it must be observed, that it is very doubtful whether any junction line between Madras and Bombay could be found, which does not wholly violate not merely the principle laid down for trunk lines, but also that laid down for second class or branch lines in the memorandum above-mentioned.

If such a line can be found and formed, it certainly will only be done at the expense of greatly increased distances, and in all probability of very heavy additional cost.

66. In the preceding paragraphs a general system of railways for India, together with the particular lines immediately required in the several Presidencies has been discussed.

The agency by which the several lines should be constructed is now to be considered.

I have bestowed upon this portion of the subject my best and closest attention, and have given to it most earnest and anxious thought; for it is a question of the very deepest importance to the Honourable Company, and one upon which differing views are entertained by many whose knowledge and judgment are entitled to great respect.

67. It is contended by some that railways in India should be constructed on behalf of the Government by its own officers, who, it is alleged, would execute the works with greater economy, efficiency, and speed than can be done by the agents of a railway company formed in and directed from England.

Others argue that the plan which has already been adopted, of entrusting the execution of railways to incorporated bodies, under the control of the Court and of the local Governments, should be adhered to in future railway undertakings.

68. With deference to those from whose views I dissent, I have to express a decided opinion that the construction of the works by a railway company under the supervision and control of the Government, is the best system which is open for the adoption of the Honourable Court.

69. Railway works in India will probably consist, for the most part, of embankments and bridges of various descriptions. These are works with which the engineers in the several armies of the Honourable Company are thoroughly conversant. There can be no doubt, therefore, that railways could

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

be executed by the local Governments with as full efficiency as by the engineers of private companies. Again; the engineers of the Government have had long practice in the construction of such works as form the component parts of a railway, though not in the formation of continuous railway lines. They are familiar with the people and their ways, acquainted with their language, inured to the climate, versed in the machinery of agency, and on their guard against its abuses. Great works exist to testify to their professional ability, and I am not aware of any well-founded allegations of reckless or unthrifty expenditure in the execution of them.

Officers so highly qualified, undoubtedly are likely to carry on the works of an extensive undertaking upon the plains of India, with greater economy and greater speed than can be possible now, or for some time to come, in the case of men freshly arrived from England, ignorant of everything connected with this country, and sometimes not altogether inclined to learn. And although I have some hesitation in believing that the Government of India is any exception to the general rule which holds good elsewhere, that a Government always works at greater expense than anybody else; and although I am not prepared to say that, during the five years I have passed in India, the execution of the grand trunk road, or even of the Ganges canal (noble work though it be), has in any respect been characterized by speed, as compared with the execution of corresponding works in other countries; still, I do not wish to dispute that railway works may be executed here with greater economy and speed by the Government than by railway companies.

70. But admitting unreservedly that engineer officers would make a railway as well, and admitting, for the sake of argument, that they would make it as cheaply and as quickly, as private companies, I am still of opinion that the Government ought not to undertake the making of railways.

71. The Government in these Presidencies is at present deficient in the agency they would require for the purpose. The number of engineer officers is so wholly inadequate for the duties they have to perform, that other officers have been numerously employed in the department of works. The Honourable Court has declared its readiness to augment the corps of engineers; but that measure would not for many years to come diminish the difficulty to which I have referred. Even if the duty of the Government engineer on a railway were solely that of superintendence, a few would not suffice for the work. Many must be withdrawn from the duties on which they are now employed; and it is my opinion that this could not be done without detriment to the general interests of the State. I think it far better that railway works should be entrusted to parties ready to execute them by professional engineers of undoubted competency, under the control of the Government, than that public works in other parts of the country should be starved through the withdrawal of the engineers for whom no adequate substitute can be furnished, merely in order that the railway works may be executed at something less cost and in something less time than European agency would spend upon them.

71. This consideration, however, does not form the strongest objection in my mind to the execution of railway works by the Government of India.

I hold that the creation of great public works, which, although they serve important purposes of State, are mainly intended to be used in those multifarious operations which the enterprise, the trade, and the interests of the community for ever keep in motion, is no part of the proper business of a Government.

It is very proper that the Government of India should undertake the formation of the Ganges canal, of irrigation channels, and of tanks in various parts of India. These are works which affect the general well-being of the community, or that of particular districts, and which, producing no immediate return, must be executed by the Government if they are to be formed at all.

It is very right that the Government of India should have constructed the great trunk road, and would be very right that it should greatly extend the principle on which it has charged itself with that work, because there is nobody else to do such things, and because the Government of India stands in various relations to local interests in India, beyond what it fills as the executive Government, and beyond what is filled by the executive Government in our own land.

But the conduct of an enterprise which is undertaken mainly for commercial

purposes, and which private parties are willing to engage for, does not fall within the proper functions of any government.

73. Least of all should it be taken as any part of the business of the Government of India. One of the greatest drawbacks to the advance of this country in material prosperity has been the total dependence upon the Government in which the community has placed itself, and its apparent utter helplessness to do anything for itself.

Until very recently, the only regular carrier in the country has been the Government, and no man could make a journey but with Government establishments, and by the agency of a Government officer.

It was but the other day that the agent for Lloyds in the port of Moulmein, where there is a considerable community of European merchants, formally complained that the Government of India did not keep a steam tug to tow their ships to sea for them.

Even in those instances in which something like enterprise has been attempted by means of joint stock companies, the effect has been feeble and the result insignificant.

For years the steam company on the Ganges have complained of the competition of Government steamers. During the last year fully one half of the Government steamers has been withdrawn; nevertheless, one of the two steam companies has ceased to run. It is so in everything else. No one seems to have activity enough in connection with a company even to look after his own interests; and of the few enterprising movements that have been made, fewer still can be quoted as having obtained even a moderate success.

Those cases in which the scheme has been connected with English management, and has been founded on English capital, have made their way and are prospering. The Peninsula and Oriental Steam Company is an instance of this kind; and its great past prosperity, and the spirit and success with which it is pushing its undertakings with India, and all over the east, are a conspicuous proof of the efficacy of private enterprise, directed by parties holding an interest in England.

74. When the spirit of enterprise still shows so feebly in India—when the employment of English capital on a great scale within the interior of this country is so rare—and when there is such good reason to anticipate the best effects from its profitable investment in any one branch of Indian undertakings, by the encouragement that would thereby be given to its introduction through many other and various channels—I submit that it would be impolitic for the Honourable Court to put aside the several associations that are now presenting themselves to compete for the advantage of supplying India with that which she so much needs, in order that it may itself undertake these vast works—on the no stronger grounds than the assumption (which, after all, is only an assumption) that some little time and money would be saved. I submit, on the contrary, that all the money and time which the Honourable Court may contemplate being able to save thereby would be well expended in securing the introduction at this time of a large amount of English capital and English energy, so as to encourage, by the successful issue which I anticipate for these railway undertakings, a more extensive employment of similar capital and similar efforts hereafter, in connexion with the products and the trade of India.

75. Having explained the grounds on which I formed my opinion that the construction of railways in India should be entrusted to private companies incorporated for that purpose, a few remarks are necessary respecting the union of private enterprise with Government control, which I have ventured to recommend as the best system which it is open to the Court to adopt.

76. The enlistment of private enterprise for the formation of these great works, directly but not vexatiously controlled by the Government of the country, acting for the interests of the public, was a principle for which I contended several years ago, when closely connected with that branch of public works. I may venture, without arrogance, to say, that if that principle had been then more fully recognized, the proprietors of railway property in England, and the suffering public, would have been in a better condition now than they appear to be.

The principle is a sound one, and I therefore propose to uphold it in the formation of the several lines of railway in India, in the same form in which it has been introduced and acted upon in the operations of the East Indian Railway Company in the Presidency of Bengal.

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

Indian Railways.
Governor General
to E. I. Company.
Enclosure.

77. It has been objected to the system actually in existence, that by guaranteeing the payment of a fixed interest upon the capital expended, all inducement to economy and exertion upon the part of the railway company is destroyed, and that by admitting the direct interference of Government, the railway company is obstructed and delayed.

These objections do not appear to be well founded.

It is to be presumed that interest will not be guaranteed by the Honourable Court upon any sum to be expended, until it has satisfied itself that this sum, which it is proposed to raise for the construction of any fixed extent of railway, is not more than is sufficient for the work *well and economically carried on*, or without some secure provision for the completion of the line within a period to be named. If these conditions be observed, I apprehend it cannot be correctly said that all inducement to economy and exertion is lost. These will be requisite to enable the railway company to construct the line within the sum and the time allotted for it. Nor will inducements to the utmost economy and exertion ever be wanting, unless it be supposed that the company would be wholly indifferent to any prospect of gaining a higher return upon their capital than the rate of interest guaranteed, which an economical construction and working of the line might probably enable them to realise.

78. On the other hand, it does not necessarily follow, that because the Government has become a party to the undertaking by guaranteeing, a certain interest upon the capital expended, and has thus gained a right to closer interference with the operations of the railway company than usually or properly is allowed to a Government, that it will therefore interfere vexatiously or obstructively. It is not difficult to conceive that the Government by its officers may exercise a close and vigilant check upon the proceedings of the company without giving any just cause of complaint.

Experience of the working of this system in the Presidency of Bengal justifies the opinion I have expressed. The consulting engineer is placed in direct communication with the railway company, and has authority to settle all matters of detail or professional questions, unless they should be of great magnitude, without previous reference to the Government. Every precaution is taken to obviate delay in those cases in which the action of the Governor General in Council is needed. I have every reason to believe that these measures have been successful, and that while the consulting engineer directly and indirectly exercises upon behalf of the Government a very wholesome control indeed over the proceedings of the railway company, neither obstruction, nor vexation, nor delay can be justly attributed to the existence of a power of control in the hands of the Government.

79. Having advised the Honourable Court to entrust to private companies, under the control of Government, the construction of the lines of railway at present required for India, I have to submit the opinion that has been called for on the general principles of action regarding railways, proposed in the memorandum before me, for the adoption of the Government of India.

They are as follows :—

“ 1st. That all railways constructed in India shall belong to one of two classes—the first or the second class.

“ 2d. That the regulating gradient of the first class or trunk railway shall not exceed 1 in 2,000. (By regulating gradient is meant the gradient which regulates the load of the engine.)

“ 3d. That no regulating gradient of any second class or branch railway shall exceed 1 in 330.

“ 4th. That short alternate impulsive planes may be introduced to assist the ascent, not to exceed a length of half a furlong each, and not to be nearer to each other than one furlong and a half.

“ 5th. That no line shall be undertaken when the estimated cost shall exceed the average rate of 5,000*l.* per mile of single road. But that this rate of cost is not to include the bridging of large rivers as the Soane, Jumna, &c., exceeding half a mile wide at flood level. Such rivers are to be considered as breaks, or temporary termini, where goods and passengers are to be carried across on rafts.

“ 6th. That no line shall be sanctioned, except for a single track of rails with masonry, cuttings, and embankments to correspond. The ground, however, required for a double track, to be in all cases secured.

“ 7th. That no locomotive engine shall be introduced to India for ten years,

“ except such as the ratio between the length of stroke of piston and the diameter of the driving wheels shall sanction with reference to the maximum load, notwithstanding any sacrifice of velocity on the journey. (Rule No. 11 contains an exception from this restriction.)

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

“ 8th. That when piling for foundations be requisite, the foundations are to be laid to suit a double track, although the superstructure is only carried up for a single track.

“ 9th. That no portion of any line shall be permitted to open for the transport of goods or passengers, until the capital account for the construction of such portion shall have been closed.

“ 10th. That no more than one train daily shall run in each direction upon any line until the traffic shall furnish more goods and passengers than one engine can convey, after which a second may start daily each way; and that when the traffic calls for three trains fully loaded daily, then arrangements shall be made for laying down a second track of rails.

“ 11th. That notwithstanding the tenor of rule No. 6, if on any line it shall appear that the profits exceed a dividend of 6 per cent. per annum, it shall then be permitted, if thought advisable by the directors of the company interested, to introduce engines of higher powers of velocity, with a view of running passenger trains separate from goods trains.”

80. In the first, second, and third rules, it is proposed that all railways in India shall belong to one of two classes; that the gradient of trunk railways shall not exceed 1 in 2,000; and that the gradient of branch lines, or second class lines, shall not exceed 1 in 330.

Upon a professional question of this nature, I naturally feel some diffidence in giving an opinion contrary to that of an engineer officer of ability and practical experience. Nevertheless, having carefully examined this point, and informed myself, through others very capable of informing me upon facts, I have come to the conclusion that I cannot advise the Honourable Court to adopt these three rules in the broad terms in which they stand.

81. In the general principle they are intended to assert, I entirely concur. That the engineer, by whom a railway may be constructed in India, should give his first attention to obtaining such favourable gradients, as will leave the greatest possible amount of tractive power in the engine available for moving its load of traffic along the line, and thus secure the utmost profit on its working, no one will deny; and it may as readily be admitted that the engineer in many parts of India will be able to obtain such favourable gradients much more cheaply and easily than could be done in England.

That it is expedient in India to submit lines of easy gradients, though somewhat less direct, in preference to direct lines where the gradients are adverse, may be fully conceded. Major Kennedy correctly states that I have already publicly recognized this principle in regard to Indian railways, by condemning the hill line to Mirzapore, and adopting the alternative line which he suggested to the Government. In so doing, I gave effect to opinions formed and expressed by me in 1848, within a few months after my arrival, and while the railway was still at a stand-still. I think the decision was a sound and good one, upon the ground on which it is put, though it was recommended by other considerations also; and I am quite of opinion that a similar attention to gradients ought to enter largely into the direction of the lines that are hereafter to be constructed.

82. But I am not prepared to assent to the rules while they require an inflexible adherence to this principle, carried to an extreme degree. A line constructed at 1 in 2,000 will, of course, be more cheaply worked than a line with unfavourable gradients; and if the former can be obtained without great increase of extent of line, or vast expenditure of money, every effort should be made to obtain it. But I humbly conceive that it would not be difficult to show that there are but very few cases in India in which such a gradient as 1 in 2,000 could be obtained, without such an excessive increase of length of line or such heavy outlay of capital as would make it more profitable to work the line with comparatively adverse gradient, however undesirable that course may be in theory.

83. I have further to observe that the gradient here laid down as indispensable for trunk lines is practically unattainable as a general gradient for India. The Honourable Court will perceive the opinions of the consulting engineers of Bengal and Madras, to whom I referred this point. Major Pears distinctly states—“The word trunk is in common language generally applied to those

Indian Railways.
Governor General
to E. I. Company.

Enclosure.

“ roads or lines of railway which lie in the direction of greatest traffic and importance. No trunk line so understood could be constructed within the Madras Presidency with such a ruling gradient as this, unless by increasing the line to an extravagant extent. In many cases even this would fail to obtain it.”

I believe that the same statement would be correct if applied to the Presidency of Bombay. It will be seen also that in this Presidency, and even in the valley of the Ganges, the surveys that have now been made hold out no prospect of a gradient of 1 in 2000 being attainable in practice. The consulting engineer names a gradient less favourable by half, namely, 1 in 1000, as being the best that is practically available upon that line. If a better gradient should be sought, it can be got only by following closely the course of the stream through all its sinuosities—a measure which could not be adopted, without exposing the line to the objection that it would be immediately increased in extent, and would be brought moreover within the influence of the river to a degree which would be dangerous to its existence. In the face of these facts and opinions, I cannot recommend to the Honourable Court to adopt entirely the rules, that no trunk line should have a worse ruling gradient than 1 in 2000, and no branch line worse than 1 in 330. The principle of easy gradients is, I think, sound, and ought to be enforced in Indian railways. Its observance should be circulated by the Honourable Court, whose officers should be enjoined to pay vigilant attention to it, in connexion with the plans of railway companies. But I think it will be better that the Honourable Court should restrict itself to laying down the principle, that in every railway the closest attention should be paid to obtain the gradient which will admit of the most profitable working (in fact that the best should be made of each case), than that it should attempt vainly to insist upon the particular gradients that have been suggested for its adoption.

84. The rules numbered 4, 7, and 11, which relate to the introduction of alternate impulsive planes, and to the size of the engines to be employed, are purely engineering questions, on which I cannot undertake to give an opinion, and on which the Honourable Court has the means of obtaining authoritative judgment in England.

85. Rule No. 5, which lays down that no line shall be undertaken in India, of which the estimated cost shall exceed the average rate of 5,000*l.* per mile of single road, will be governed, I think, by the same considerations as those which were applied to the rules regarding gradients.

The importance of a cheap construction of the works to the success of an undertaking is obvious. There is every reason to believe, that in India the cost of railway per mile will probably, on the average, be less than the cheapest of the lines constructed in England; and it is very expedient to lay down such principles as are involved in Rule 5, and explicitly stated in Rules 6 and 8, in order to ensure that railway engineers shall consult the utmost economy in their works consistent with security and efficiency, and shall swell the cost neither by useless ornament nor by superfluous solidity.

I entirely concur, therefore, in the recommendation that all lines shall be formed for a single track of rails, with masonry, cuttings, and embankments to correspond, excepting only in the case of piling or difficult foundations, which shall be formed at once to suit a double track; and in all cases being taken for a double line.

In like manner, all buildings, stations, and appliances of every kind should be built only for use, and all heavy expenditure upon architectural decoration should be rigidly proscribed.

86. But I am not prepared to advise that 5,000*l.* should be fixed as the highest average rate of cost per mile that shall be admissible. The Honourable Court and this Government, and the railway engineers themselves, have not yet acquired sufficient experience in the formation of railways in India, to enable them to specify with exactness what ought to be the average cost of construction.

In Madras, the consulting engineer estimates the short line in preparation there at less than 5,000*l.* per mile; but experience has not yet tested the accuracy of his estimate in any respect.

In Bengal, some experience has been obtained.

The first section of 120 miles, it may now be calculated, will not exceed 7,500*l.* per mile; and this section includes the main terminus and works at Calcutta.

The next section of 120 miles, from Runderoak to Rajmahal, is estimated to cost about 8,500% per mile. Indian Railways.

The section of 440 miles, from Rajmahal to Allahabad, which has just been surveyed, is estimated at about 8,700% per mile. Governor General
to E. I. Company.

Although the plain of Bengal is flat, and so far favourable to railway works, it is crossed by numerous rivers, and liable annually to heavy inundations, which tend greatly to increase the cost of construction; and the estimates I have quoted above, include the expense of bridging all the rivers (except the Soane and the Jumna), many of which are of great size during the rainy season. Still, after making allowance for these considerations, and having regard to the statement of Mr. Stephenson, that his estimates are avowedly made high in order to be on the safe side, it does not appear probable, according to our present experience, that we can rely with certainty on constructing an ordinary mile of road for 5,000%.

Enclosure.

Upon this point, Major Baker has stated it as his opinion that this sum cannot as yet be safely fixed as the average rate. He says, "I believe that a single line, not involving expensive river crossings or other special heavy works, ought to be constructed for 5,000% per mile; but justifiable exceptions will occasionally arise, and should not be entirely precluded."

Par. 11.

Under these circumstances, I would advise that, while the principle of economical construction should be jealously insisted upon, and an approximation to the sum of 5,000% per mile of ordinary way should be aimed at, no specific sum should be fixed by the Honourable Court as the highest average rate of cost per mile for railways throughout India.

87. The 9th Rule, which declares that no portion of any line shall be permitted to open until the capital account for the construction of such portion has been closed, may advantageously be adopted on principle, but modified in its stringency, so as to bring it into accordance with the practice sanctioned by the Honourable Court in 1849.

88. The Rule No. 10, which limits the running of trains to one and two on each day, under certain specified circumstances, appears to me to be a matter of detail, which had better not be introduced as universally applicable to every future line.

89. It only now remains that I should submit to the Honourable Court, in obedience to its instructions, my opinion, whether railway works in India should be carried on simultaneously, and by what companies they should be undertaken.

I have no hesitation in recommending, in the strongest terms, that the several trunk lines throughout India which have now been suggested, and especially the great line from Calcutta to the north-west frontier, should be completed as speedily as may be practicable; and to that end that the several portions of the works should be commenced and carried on simultaneously.

90. In reply to the question, whether it will be advisable that the Honourable Court should enter into several distinct contracts with different companies of British capitalists, I would submit that it is not advisable that too large an extent of railway should be placed in the hands of any one company, while at the same time economy and public convenience are undoubtedly promoted by as close an approach to uniformity of management as may be consistent with the exercise of a vigilant and effective control over the entire line.

91. The Honourable Court has already sanctioned the establishment of the East Indian Railway Company in the Presidency of Bengal: It is constructing 120 miles of line,—has obtained a concession of the extension of 120 miles further to Rajmahal,—and now applies, by its managing director, Mr. Stephenson, for permission to execute the line, which it has surveyed onwards to Allahabad, and ultimately to construct a line to Delhi, with, if it is wished, an extension to Lahore, and a junction with Bombay by way of the Soane valley. It undertakes to execute completely these lines within seven years, or before the close of the year 1860.

A memorial has been addressed to the Governor General in Council, by Mr. H. Borradaile, on the part of a company styled the Upper India Company, and subsequently letters have been received from the chairman of the company, and from its solicitors, in which they state that the company has proposed to the Honourable Court to construct a line from Allahabad to Agra and Delhi.

92. The East Indian Railway Company has had a difficult task to perform. It entered on an entirely novel undertaking, and, as might have been expected,

Indian Railways.
 Governor General
 to E. I. Company.

Enclosure.

has had much to contend with. It is, therefore, entitled to some consideration in the judgment that may be formed on its first operations.

Although I am inclined to believe that more rapid progress might have been made in the execution of the works that have been in hand during the last two years, I am not disposed to condemn the proceedings of the company.

Mr. Stephenson, in his recent report, has stated that "the first section will be completed by the latter part of next year (1854); portions of it being opened, and locomotives with carrying stock provided and placed upon the line within the next few months."

This section of 120 miles, equal in extent to the Great Western, and exceeding the London and Birmingham, will be opened, if Mr. Stephenson's anticipations be fulfilled, in about four years from its commencement. People in this country accustomed to deal with great distances, are disposed to think lightly of four years being required for what seems to them so small a length of line. For my own part, adverting to the fact that this has been a first attempt, and that the works upon the line are considerable, though the country over which it is carried is level, I am not prepared to say that further confidence should be withheld from this company.

It has already received the sanction of the Honourable Court to extend its line to Rajmahal. It declares itself ready and anxious to continue the line to Allahabad. No other company has appeared to compete with it for this portion of the trunk line. If there had been any, I should still have recommended, as I have now the honour to do, that the East Indian Railway Company should be permitted to undertake the construction of the line from Calcutta to Allahabad, carrying it on in different portions simultaneously, and with all practicable speed.

93. It would not be expedient to admit a second management within so manageable a length of line as that between Calcutta and Allahabad.

Moreover, it is for the interest of the Honourable Court to concede the whole of this distance to the same company. The Honourable Court has guaranteed to the East Indian Railway Company five per cent. on the first section to the collieries, and four and a half per cent. on the second section to Rajmahal. It will greatly diminish the risk and liability of the Honourable Court, if its concession to the East Indian Railway Company include the upper and profitable portion of the line, as well as the lower, which appears likely to be less profitable.

For this purpose, and in order to avoid the inconvenience which certainly will result from different rates of interest being guaranteed upon the capital employed in the construction of different portions of the same line, I would suggest that the agreement to be formed with the East Indian Railway Company shall guarantee one rate of interest upon the whole capital employed.

94. The Honourable Court has quoted an opinion I expressed two years ago, that future bargains with railway companies in India might be made on easier terms than they had hitherto been. Everything that has since occurred goes to confirm the opinion which I took the liberty of expressing, and still hold. The East Indian Railway Company has itself undertaken the extension to Rajmahal, at the lower guarantee of four and a half per cent. The Baroda and Central India Company ask only for three and a half per cent., and the Upper India Company offer to make their proposed line "on terms more moderate than those hitherto granted."

These offers actually made, taken in connexion with the present abundance of money, justify me in expressing a confident expectation that the East Indian Railway Company will be glad to undertake the line to Allahabad on more favourable terms than those they have previously accepted, and as favourable as any that will be offered by any other company.

It would be expedient that, if possible, the company should be bound to complete the line to Allahabad within a period of time to be named, under the penalty of reduction of the guaranteed interest, by a certain proportion for every half year by which the railway company delays the completion of its work beyond the period named.

95. In recommending these conditions, I beg leave to advise that the terms to be granted should be liberal, both in respect of money and time.

96. It is more difficult to advise the Honourable Court upon the course which it will be best for the public interests to pursue above Allahabad.

I am not at all disposed to undervalue the benefit of competition, and I would therefore by no means exclude the Upper India Company from making

specific proposals for the line, which the papers before me do not show them to have done. Indian Railways.

If that company should be allowed to form their line, Allahabad will probably not prove an inconvenient break, while Delhi would be an equally eligible point for all companies. And I assume, as a matter of course, that the Upper India Company would be subjected to the same control in the hands of the Government as the existing company. Governor General
to E. I. Company.

Enclosure.

On the other hand, I do not conceive that the substantive line from Calcutta to Delhi would be more than a single management could safely and effectively control; and that being so, there would undoubtedly be great convenience and advantage both to the Honourable Court and to the public, as well as considerable economy, in one uniform management extending over the whole of this great trunk line.

The East Indian Railway Company has already acquired some experience; its managing director, Mr. Stephenson, has knowledge and practice in Indian railway affairs—and these circumstances would entitle us to expect from them a speedier execution of the work than from parties entirely new to the country and the people.

97. The Honourable Court too may possibly feel that those who have been the pioneers of railway enterprise in India are entitled to be received with some favour, when competing for the privilege to extend the works they have commenced over other districts directly connected with that on which they first began under the directions of the Honourable Court.

These considerations would not induce me to recommend that the East Indian Railway Company should be permitted to make the entire line from Calcutta to Delhi on a monopoly footing, or without giving other parties, already in the field, a right of bidding for the preference.

But if the East Indian Railway Company should offer to construct the line onwards from Allahabad to Delhi on terms as favourable, or even nearly as favourable, as its competitor, the Upper India Company, I conceive that the public interest would be served by the line being allotted to the East Indian Railway Company, and I would advise the Honourable Court to grant it accordingly.

98. The capital which it would be necessary for the company to raise, in order to the execution of these works, would be very large. The great companies existing in England, however, have raised capitals as large, and I am not aware of any reason why one formed for similar purposes in India should not be invested with the same power, or be able to use it successfully.

In these remarks, I assume, of course, the sufficiency and stability of the railway company; a matter of which we can have no knowledge here, but of which the Honourable Court of Directors has the ready means of satisfying itself.

99. Before concluding this minute, it may be convenient to recapitulate the recommendations regarding railways in India, which I beg to offer to the Honourable Court.

1st. That a general system of railways connecting the several Presidencies, and constituting the great trunk lines within them, should be sanctioned and executed without further delay.

2nd. That the trunk line in the Presidency of Bengal should be carried up the valley of the Ganges to Allahabad, and thence up the Doab to Agra and Delhi, with a view to its being extended through the Punjaub westward, as soon as its construction may be found practicable; and that the line to Diamond Harbour should be rejected.

3rd. That a junction line should be formed between the above-mentioned trunk line and the Presidency of Bombay, either by the valley of the Nerbudda, or by way of Baroda and Neemuch; but preferably by the latter in the first instance, if further examination should recommend it.

4th. That in Bombay the Malsej Ghaut lines should be abandoned,

That the Thull Ghaut line should not be sanctioned as a great trunk line of communication between Bombay and other parts of India.

That a line to Candeish and a line to Poonah should both be undertaken.

That if one only can be chosen, the line to Candeish should be preferred.

That it should not be resolved to carry such line to Candeish up the Ghauts, unless a survey of a line by the Taptee river should show the Ghaut line to be less objectionable than the river line.

That if the Ghaut line should prove the better, it should not be sanctioned as

Indian Railways.

Governor General
to E. I. Company.

Enclosure.

now proposed, by the Thull Ghaut, unless further survey shall establish that no better access to the table land can be found on the Syhadree range, and that the present objectionable features in the Thull Ghaut line cannot be avoided.

Lastly. That the same rule should be applied to the line by the Bhore Ghaut.

5th. That a line should be formed in the Presidency of Madras, by Menil, (to which point it has already been sanctioned,) by Vellore, Vaniembady, Coimbatore, and thence to the western coast; with a branch to Bangalore, and a branch also to the foot of the hills towards Ootacamund.

That another line should be constructed in the Presidency of Madras, from that city by Cuddapah to Bellary; and that surveys, &c., should be made, with a view to its extension across the table land to Poonah, in the Presidency of Bombay, in order thereby to form a junction with the western coast.

6th. That the construction of these lines should be committed to incorporated railway companies under the control of the Government, in the manner in which it has been agreed upon with the East Indian Railway Company, and on such terms as may be fixed.

7th. That if it be necessary to guarantee a certain interest on the capital of the company, means should be taken to ascertain approximately the probable amount required for the construction of the line, and that the amount of requisite capital on which interest is to be guaranteed, should be strictly defined, and that the completion of the line should be required within a certain fixed period, under the penalty of a diminution of a certain proportion of the guaranteed interest for every half year in which the line shall remain incomplete after the expiry of the period fixed.

8th. That all lines for the present shall be formed with a single track, with bridges, embankments, &c., for the same; land being in all cases taken, and the foundations of extensive works laid, to suit a double track.

9th. That the officers of the Honourable Company should be required to exact the utmost economy, consistent with perfect security and efficiency, in the original construction of the line, and in all buildings and works of every description connected with it.

10th. That no portion of a line should be opened for traffic until the capital account for that portion of the line shall have been closed, in such manner as shall be to the satisfaction of the Government of India.

11th. That the line, when opened for the conveyance of passengers and goods, shall in like manner be managed with the closest attention to economy in the working expenses, rather than with a regard to the high rate of speed and frequency of despatch, which are the practice on the English lines.

12th. That the construction of lines to be managed upon the foregoing principles should be conceded to the East Indian Railway Company from Calcutta to Allahabad, one uniform rate of interest being guaranteed upon the capital required for the whole line, if a guarantee be indispensable.

13th. That the construction of the line from Allahabad to Delhi should be granted to the East Indian Railway Company, or to the Upper India Company, but preferably to the former, if it will undertake the works on terms as favourable, or nearly as favourable, as those offered by the latter company.

100. I have the honour respectfully to submit these several recommendations to the Honourable Court of Directors, and to express my earnest hope that it will resolve at once to engage in the introduction of a system of railways into this Indian empire, upon a scale commensurate with the magnitude of the interests that are involved, and with the vast and various benefits, political, commercial, and social, which that great measure of public improvement would unquestionably produce.

20th April 1853.

(Signed) DALHOUSIE.

RETURN

(To an Order of the House of Lords, dated 14th July 1853.)

FOR

COPIES of any CORRESPONDENCE between the GOVERNMENT of INDIA and the COURT of DIRECTORS, and of any DOCUMENTS received from INDIA, relative to the LINES to be selected for the SYSTEM of RAILWAY COMMUNICATIONS in that Country.

Ordered to be printed 21st July 1853.

REPORT
OF
THE COMMISSIONERS
APPOINTED TO SUPERINTEND
THE
CONSTRUCTION OF NEW PARLIAMENTARY
STANDARDS
OF
LENGTH AND WEIGHT. . .

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1854.

TREASURY MINUTE, dated 20th June 1843.

My Lords read the Report of the Commissioners for the restoration of the Standards of Weight and Measure, presented to both Houses of Parliament in 1841, and advert more particularly to the recommendation of the Commission, that a committee of scientific men should be appointed to superintend the construction of the new Parliamentary Standards.

It appears to my Lords to be very desirable that the gentlemen who acted as Commissioners for the Restoration of the Standards should afford their assistance, if they can be prevailed upon to do so, in directing the executive measures necessary for carrying out the recommendations contained in the report now before my Lords.

Their Lordships therefore deem it expedient to propose to the under-mentioned noblemen and gentlemen to undertake the task; viz.,

The Astronomer Royal,
Marquis of Northampton,
The Lord Wrottesley,
F. Baily, Esq.,
J. E. D. Bethune,
J. G. S. Lefevre, Esq.,
Sir J. W. Lubbock, Bart.,
The Rev. G. Peacock, Dean of Ely,
The Rev. R. Sheepshanks,
Sir J. F. W. Herschel, Bart., and
Professor Miller.

(The name of the Earl of Rosse was subsequently added.)

REPORT of the COMMITTEE appointed to superintend the Construction of the new Parliamentary Standards of Length and Weight.

THE Committee appointed by minute of the Lords Commissioners of Her Majesty's Treasury, dated 1843, June 20, to superintend the construction of the new Parliamentary Standards of Length and Weight, have the honour to offer the following report :—

Selection of Members of the Committee for direct Superintendence of the Construction of Standards.

1. We held our first meeting on 1843, July 11, when we were informed through our chairman, that, at the request of the First Lord of the Treasury, the construction of the Standard of Length had been undertaken by Francis Baily, Esq., and that of Weight by Professor W. H. Miller. We had the highest satisfaction in recognizing the fitness of these gentlemen, by their talents, their knowledge of the subjects, and their habitual accuracy, to undertake the tasks assigned to them. Mr. Baily had made considerable progress in examining the existing representatives of the former Standard of Length, and in experimenting on the material proper for new standards, when his illness and death suspended for a time all progress in that department. With great pleasure we learned that, at our suggestion (in the first instance), and at the invitation of the Lords Commissioners of Her Majesty's Treasury, the Rev. Richard Sheepshanks had undertaken the construction of the Standards of Length. The actual work of forming the Standards of Length and Weight has accordingly been brought to its termination by Mr. Sheepshanks and Professor Miller.

Materials for Restoration of the Values of the old Standards.

2. By the authority of the Lords Commissioners of the Treasury, and the good offices of Her Majesty's Secretary of State for the Foreign Department with foreign governments, and by the courtesy of scientific societies and private persons, the following standard length-scales and weights were placed at our service :

• LENGTH-SCALES WHICH HAD BEEN COMPARED WITH THE LOST IMPERIAL YARD STANDARD.

Two three-feet iron bars belonging to the Department of the Ordnance Survey.

Shuckburgh's scale, in the possession of the Royal Society.

The brass scale of the Royal Society, No. 46.

The brass tubular scale of the Royal Astronomical Society.

• WEIGHTS WHICH HAD BEEN COMPARED WITH THE LOST IMPERIAL TROY POUND STANDARD.

The brass Troy pound of the Exchequer Office.

The brass Troy pounds from the cities of London, Edinburgh, and Dublin.

The platinum Troy pound and the two brass Troy pounds then in the custody of Professor Schumacher.

The platinum Troy pound of the Royal Society, No. 48.

3. We have also had access to other length-scales and weights, which were not available for absolute restoration of the values of the lost standards, but which we have thought it desirable to examine as illustrating the construction

of the Speaker of the House of Commons).
 Troughton's five-foot scale (presented by W. Simms, Esq., and now preserved at the Royal Observatory, Greenwich).
 Ramsden's twenty-foot bar, and Roy's three-foot bar (purchased by the Committee, and now deposited at the Royal Observatory, Greenwich).
 Two Troy pounds, formerly in the possession of Mr. Bingley (of which one, late in the possession of Stansby Alchorne, Esq., of the Royal Mint, has been purchased by the Committee).
 The Troy pound used by the late Mr. Robinson of Devonshire Street, Portland Place (purchased by the Committee).
 The Troy pound formerly belonging to Mr. Freeman (now the property of Messrs. Vandome and Titford).

Construction of the Standard of Length.

4. In regard to the linear measure to be represented by the Standard of Length, we see no reason to depart from the decision in the Report of 1841, December 21, Article 19, to adopt the length of One Yard.

5. The first important question which was left open to us by Article 20 of the same Report, was whether the measure of length should be defined by the whole length of a bar, or by the distance between two points or lines marked on it; and to this question we gave our early and careful consideration.

6. The most celebrated of the standards constructed in modern times is the new Prussian Standard, made by the late astronomer, Bessel. In this standard, the whole length of the bar is adopted as the measure of length. The reasons which induced Bessel to substitute a standard of this construction (or standard *à bouts*) for the standard in which the measure is defined by the distance between points, or lines upon its surface (or standard *à traits*), which was the principle of construction of the former Prussian Standard, are explained in page 7 of the Introduction to Bessel's account of the construction of the new Prussian Standard (*Darstellung der Untersuchungen und Massregeln, welche in den Jahren 1835 bis 1838 durch die Einheit des Preussischen Längenmaasses veranlasst worden sind, von F. W. Bessel, Berlin 1839*). The first of these reasons is, that if a flexible bar be supported on two points, the extreme length of the bar from the centre of one end to the centre of the other end is not sensibly altered by its flexure, but the distance between two points or lines upon the upper surface may be considerably altered. Bessel has himself, however, remarked, that this objection to line-measure is removed if the lines be engraved on surfaces which are depressed to the middle of the thickness of the bar (a principle long since employed in English standard bars); and, moreover, the tendency to alter the apparent length, whether at the surface or at the middle of the thickness, may be destroyed by proper adjustment of the points of support, and perhaps still more surely by supporting the bar at numerous points by lever-frames which will insure equal supporting forces at all the points (a construction of which the theory has been treated by one of the members of the Committee), or in special experiments, by floating the bar in quicksilver. A second reason assigned by Bessel is, that the principle of end-measure is more convenient than the line-measure for the production (that is, practically, the comparison,) of copies of the standard. It appears probable that this remark is well founded, as regards the construction of secondary standards for commercial purposes, but it is doubtful whether it applies to secondary standards for scientific purposes, and it can scarcely apply to primary standards, in regard to which the consideration of convenience (in the few comparisons that may be made at intervals of many years) has no weight, when contrasted with the consideration of conservation of the standard length. Another reason is, that it is more convenient for use; but the members of the Committee, who have witnessed the operation of measuring a geodetic base

by means of bars carrying the line-measure, have been led to form a high estimate of the convenience of the line-principle in that instance. It would appear, too, that in Captain Kater's measurement of the pendulum, and Mr. Baily's comparisons of the metre *à traits* with the yard, no inconvenience from that cause was found by either observer. It is moreover to be remarked, that the whole of the British geodetic bases have been measured by bars constructed on the line-principle; and a standard which is intended to apply advantageously to them must be constructed on the same principle. The end-measure has never, so far as we know, been applied to any scientific determination in England.

7. The construction of the ends of a standard formed on the end-principle (which must be made of materials harder than the rest of the bar, so moulded as to admit of a slight adjustment,) is, in Bessel's construction, complicated and unsatisfactory; that of the ends of a standard on the line-principle is simple. The tendency of an end-standard to alter its length by wearing, is in only one direction; that of a line-standard, so far as change can be conjectured, is matter of chance; it will however be practically invariable.

8. A single comparison by end-measure is perhaps more accurate than a single comparison by line-measure. On the other hand, it seems doubtful whether this accuracy may not be impaired by the immersion in fluid which has been thought necessary for preventing unequal expansion. There has also been recognized in the line-measures which have been made in the course of these observations, a personal equation different with different observers; but this was only discovered after most of the observations were made. We have no evidence whether such equation exists in comparisons by end-measure, as the whole of the comparisons for the Prussian Standard were made by Bessel himself. Still it is scarcely doubted that in this respect the system of end-measures has an advantage. On the other hand, there is no doubt that, by repeating the measures, and by varying the observers, the errors in line-measures arising from recognized causes will be eliminated, and unexceptionable accuracy will be given to the results.

9. After consideration of all these points, as far as they were known at the time; remarking, in particular, the freedom of a line-standard from any tendency to constant wear, the applicability of a line-standard to our geodetic measures, the facility of comparing all other measures of a similar construction with a scale carefully subdivided, the circumstance that there exist no means of reproducing the old standard length but by reference to existing line-measures, and the historical fact that the British standard for many years past has been a line-standard; we decided on adopting a line-standard, or measure *à traits*, for the Parliamentary Standard of Length.

10. The point which next engaged our attention was the material of which the new Standard of Length should be formed. The qualities required in the material are invariability and durability. Already we had had reason to suspect that bars, which have received their form by undergoing while cold the violent mechanical operations of hammering, rolling, or drawing, will not preserve an invariable length; and these suspicions were raised to certainty by Mr. Baily's examination of the standard scale which *prima facie* appeared to be the most trustworthy representative of the old Imperial Standard, namely, the Royal Astronomical Society's drawn tubular scale. Remarking then, among the fusible metals and alloys, that copper is soft, and is not easily cast; that cast brass is considered unsound until it has been hammered; that gun-metal is easily cast, and may be made (by due proportion of its component metals) pretty hard and elastic, and is free from liability to corrosion; and that cast steel is perfectly manageable; remarking, also, that platinum, although it possesses the advantageous properties of being very durable, and little affected by change of temperature, is inconveniently heavy and soft; but that iron, whether cast or forged, is manageable, and probably invariable; we considered that our choice of materials was practically limited to the following metals and alloys;

Gun metal (in proportions of copper, tin, and zinc to be determined by experiment).

Cast Steel.

Cast Iron.

Forged Iron.

11. A series of experiments was made by Mr. Baily on gun-metal formed of different proportions of the simple metals. It was found at length that an alloy formed in the following proportions,

Copper	-	-	-	-	-	16,
Tin	-	-	-	-	-	2½,
Zinc	-	-	-	-	-	1,

appeared to possess every desirable property. It is hard; it is highly elastic, recovering its form (as to sense) perfectly after every strain, until the weight placed on it is sufficient to break it, when it breaks without bending; it is also strong.

12. In the gun-metal above described, and in cast steel, and in cast or wrought iron, we were satisfied that we possessed materials for an *invariable* measure. In considering the question of *durability* we could not fail to remark that bars of iron or steel are liable to rust; and that there is great danger of injury or even total destruction from this cause if the bars are inaccessible for many years or for centuries, or if, although accessible, they are very rarely examined. We at length decided on adopting, for the material of the Standards of Length, gun-metal composed in the proportions mentioned above.

13. The form adopted for the Standard of Length and for all its copies is that of a solid square bar, 38 inches long and 1 inch square in transverse section. Near to each end a cylindrical hole is sunk (the distance between the centres of the two holes being 36 inches) to the depth of 0.5 inch. At the bottom of this hole is inserted in a smaller hole a gold plug or pin about 0.1 in diameter, and upon the surface of this pin there are cut three fine lines at intervals of about 0.01 inch transverse to the axis of the bar, and two lines at nearly the same interval parallel to the axis of the bar. The measure of length is given by the interval between the middle transversal line at one end and the middle transversal line at the other end; the part of each line which is employed being the point midway between the longitudinal lines. The other transversal lines were used, in the operations of comparison, only for assigning the scales of the micrometers.

14. It was intended that the permanent rest of each bar, after the termination of the comparisons, should be upon a system of eight roller-cylinders, permitting the free thermal expansion of the bars, these rollers being carried by lever-frames, so arranged that the pressure received by each roller is necessarily one-eighth part of the whole weight of the bar, and the distances between the rollers being nearly those which are defined by the theory of the flexure of bars as proper to insure that the measure between two lines (even if cut upon the surface of the bar) shall not be sensibly altered by the flexure of the bar. During the comparisons, however, the bars were floated in quicksilver.

15. Under the direction of Mr. Sheepshanks, and with our approval, the following apparatus was prepared for the comparison of the bars. A massive foundation of masonry was established in the cellar beneath the apartments of the Royal Astronomical Society, in the block of buildings east of the entrance-gateway of Somerset House. Upon one part of this foundation were supported stone piers and transoms, which carried the comparing microscopes. Upon another part there travelled a large carriage, bearing the trough of water which contained the trough of quicksilver in which the bars floated. It is not necessary here to describe the places of the thermometers, the contrivances for illuminating the divisions, &c., more especially as we have reason to hope that the details will be given by Mr. Sheepshanks in a memoir to be presented to the Royal Society. We desire however, confidently to express our

opinion, that no apparatus possessing equal firmness and delicacy with this, or insuring equal immunity from irregular thermal expansion, had ever before been used for the comparison of standards *à traits*.

16. The selection of authorities for the reproduction of the Imperial Standard was a matter of considerable difficulty. A careful collation of all the direct comparisons of different scales with the Imperial Standard, and of cross comparisons between the different scales, presented anomalies which it was impossible to explain. The scale which at a late date had been compared with greater care than any of the others, namely, the scale of the Royal Astronomical Society, was proved by Mr. Baily to have undergone considerable change. This discovery necessarily took away all authority from other scales of a similar construction. The results obtained from Shuckburgh's scale according as Kater's or Baily's measures are followed, are exceedingly discordant. Indeed, Baily himself rejected the result of his own comparisons through Shuckburgh's scale, as being quite incompatible with the result of direct comparisons with the Imperial Standard. After an elaborate examination of all these measures, Mr. Sheepshanks arrived at these conclusions:—First, that no scales ought to be used for restoration of the value of the Imperial Standard, except those which had been compared *directly* with the Imperial Standard. Secondly, that among these the only admissible scales are, the Royal Society's brass scale No. 46., and the two 3-feet iron bars of the Ordnance Department. After examination of the reasons adduced by Mr. Sheepshanks, we assented to these conclusions.

17. The definition of a length, as represented by a standard bar, requires a statement of the temperature at which the standard bar is to be used. It appears, upon examining the amount of the expansion of a metallic bar for a given change of temperature, that the effect of a change of $0^{\circ}\cdot01$ or $0^{\circ}\cdot02$ Fahrenheit is sensible in the measure of the length of a bar; and it was therefore necessary to employ methods of ascertaining the temperature, which should be certain to that degree of accuracy. No thermometer in England, at the time of commencing these experiments, could be trusted to such a nicety. Mr. Sheepshanks, therefore, commenced his labours by forming a system of original thermometers; determining independently the freezing point, the boiling point, and the volume of every section of the tube, of each. This process occupied a considerable time. To these new thermometers the thermometers employed in the former comparisons of the Imperial Standard with the Royal Society's scale and the Ordnance bars were referred, and the comparisons were reduced anew; and the relations between the lengths of the adopted authorities and the Imperial Standard were ascertained with all the accuracy which the comparative rudeness of construction of the Imperial Standard permitted. The thermometers to be used in the details of the new comparisons were also referred to the new thermometers; the thermometrical expansions of the various bars employed for the new standards, or of similar bars, for temperatures not differing materially from 62° Fahrenheit, were ascertained; and the whole of the thermometrical determinations were placed on a satisfactory basis.

18. Very numerous comparisons were made by Mr. Sheepshanks of the adopted authorities with bars which he called "Brass 2." and "Split-plug A," (the division or *trait* in the latter being not a cut on a flat face of metal, but the line produced by forcing two small surfaces of metal into contact, and then cutting by a transversal section through both pieces of metal; the section of the contact-plane then exhibits a delicate line). There were, however, discordances in the latter comparisons which prevented him from giving full confidence to the results. At length a better mode of illuminating the lines was devised, and then the whole of the preceding work was rejected, and new observations were begun. By means of these, the lengths of bars called Bronze 12 and Bronze 28 were determined in relation to the lost Imperial Standard, and the latter was used as a basis of reference for other bars.

19. The Report of 1841 recommended (Article 5) that, besides the legal standard, there should be prepared four copies, to be deposited in places to be

afterwards determined. Mr. Sheepshanks therefore proceeded to make a series of comparisons of Bronze 28 with numerous bars, in order to select from them five bars which, in respect of the distinctness of their engraving, their floating evenly in quicksilver, and their near approach to the length of the lost Imperial Standard, might seem well adapted to be taken as Parliamentary Standard and Parliamentary Copies. When the observations had been carried to an extent which, it was supposed, would be perfectly satisfactory, it appeared that the results of comparison by different observers were sensibly different. An extensive series of new observations by numerous observers was at once commenced. The discussion of these observations showed clearly, as had been suspected before, that there is a difference among the results of different observers far exceeding the uncertainty inferred by the theory of probable errors from the observations of each observer taken separately. Thus, in the comparisons of Bronze 10 with Bronze 28 there is a discordance between the results obtained by Mr. Sheepshanks from 142 sets of observations, and by Mr. William Sinims junior from 24 sets of observations, amounting (in ten-millionth parts of an inch) to 198: whereas the probable errors of the two determinations, deduced in the usual way from the observations of each observer separately, are only 15 and 26. In other words, each observer has a personal equation in the microscopic observation of the engraved lines. The existence of discordances of similar character between the astronomical observations of different observers has been long since recognized. The origin of this personal peculiarity is very obscure, but the fact seems to be beyond doubt. There appeared to be no proper method of treating the results but to take the means of the final results of the different observers, giving equal weight to each.

20. The expansions of these bars corresponding to a given change of temperature had been sufficiently determined in the course of the experiments; and it was then judged expedient, instead of stating the difference in the length of the selected bars at the same temperature, to infer the difference of temperature which would cause all to represent the same length, by the application of which it would be possible to assign the specific temperature at which each bar represents precisely the length of one yard. Thus it was found that the length of one yard as given by the lost Imperial Standard is represented with no sensible uncertainty, except in the measures of the Imperial Standard itself, by the following bars, at the temperatures placed opposite to them:

Bronze 19 or No. 1. at 62°00 Fahrenheit.

Bronze 20 or No. 2. at 61°94 "

Bronze 2 or No. 3. at 62°10 ".

Bronze 7 or No. 4. at 61°98 "

Bronze 10 or No. 5. at 62°16 "

Bronze 28 or No. 6. at 62°00 "

21. The degrees of temperature for the use of these standards are defined as proportional to the corresponding apparent increase of volume of quicksilver in the thermometer tube; the degree 32° representing the freezing point of water; and the degree 212° representing the temperature of steam under Laplace's standard atmospheric pressure, or the atmospheric pressure corresponding to the following number of inches in the barometric reading reduced to 32° Fahrenheit.

$29.9218 + 0.0766 \times \text{eosine (2. latitude)} + 0.00000179 \times \text{height in feet above the sea;}$

and the degree 62° denoting the temperature which produces in the quicksilver an apparent expansion equal to $\frac{1.30}{100}$ of the expansion between 32° and 212°; and so in proportion for other degrees.

22. For the details of every kind relating to the evidences for the restoration of the Imperial Standard, to the formation of thermometers, and to the comparison of the new standard-bars, we must refer to the memoir which we expect from Mr. Sheepshanks.

23. We propose that the bar No. 1. be adopted by the legislature as the PARLIAMENTARY STANDARD OF ONE YARD; that Nos. 2, 3, 4, 5, be adopted as

Parliamentary Copies ; and that No. 6. be retained by some Officer of the Government for the comparison of other bars, or for other scientific purposes in which reference to the Standard may soon be required. We will advert shortly to the proposed places of deposit of the Standards Nos. 1, 2, 3, 4, 5.

Construction of the Standard of Weight.

24. The first point which required our decision was the choice of metal for the Standard of Weight. We had little hesitation in fixing on platinum as the metal least susceptible of injury from oxidation or other chemical action, or from heat, and as least liable to uncertainty in the results of weighings, on account of its great specific gravity. The comparative softness of the metal makes it unfit for a standard which will be frequently used ; but, when touched with the care that may be expected in occasional comparisons of a National Standard, it is not liable to injury.

25. The form recommended by Professor Miller, and adopted by us, is that of a cylinder nearly 1·35 inch in height and 1·15 inch in diameter, with a groove or channel round it whose middle is about 0·34 inch below the top of the cylinder, for insertion of the points of the ivory fork by which it is to be lifted. The edges are carefully rounded off.

26. For the comparison of weights, Professor Miller procured from Mr. Barrow a balance of the utmost delicacy. This instrument was mounted in a cellar beneath the Mineralogical Museum at Cambridge, and there all the operations of weighing the representatives of the lost Standard, the New Primary Standard, and the copy of the French Standard, were performed.

27. We decided that the weight of the new Standard should be adjusted to correspond (in the proper proportion) to that of the old Troy Standard, on the supposition that both are weighed in vacuo. This understanding is the same which had been adopted by Professor Schumacher and other accurate observers. In order to carry it out fully, it became necessary to decide on the specific gravity of the lost Troy Standard. Upon this element there is some uncertainty. The specific gravity of Vandome's pound at 18° centigrade was found, by weighing in water, to be 8·1505 ; and this was adopted by Professor Miller as the probable specific gravity of the lost pound, inasmuch as the form of this pound appeared to be very similar to that of the lost Standard, as represented in drawings. The specific gravities of Mr. Bingley's pounds were found by the stereometer to be 8·127, 8·358. That of Alchorne's pound (supposed to be the same as Mr. Bingley's second pound), as ascertained by weighing in water, appears to be nearly 8·375. We received from the late Mr. J. E. Drinkwater Bethune, one of the members of this Committee, a copy of the Bill (as amended in Committee of the House of Commons) which was brought in by Lord Carysfort to give effect to the recommendations of the Committee of the House of Commons of which he had been chairman in 1758, but which from some accidental Parliamentary circumstance did not pass into law ; and in this Bill the Troy pound, which it was proposed to legalize as the standard, and which appears to have been the same which was afterwards made the Legal Standard, is described as a piece of "fine copper." It was also remarked by Captain Von Nehus and Mr. Robinson that the standard had the appearance of copper. The specified gravity of the lost Troy pound in that case was about 8·895. No other Standard weight, however, has been found in this or in any other country, whose specific gravity approaches to this value. We have thought it necessary to indicate this uncertainty as carrying with it a slight uncertainty as to the weight which ought to be given to the new standard in order to represent proportionally the weight of the lost Troy pound in vacuo.

28. We desire at the same time explicitly to remark that the doubt on the specific gravity of the lost standard leaves no uncertainty whatever on its weight when the weighings are performed in air, or on what may be called the commercial weight of the lost standard. The comparisons of the lost standard with existing Troy pounds were necessarily made in air, and no knowledge of

the specific gravity was required for inferring the equality or the amount of difference between them as weighed in air. The same remark applies to the comparisons which have been made between the existing Troy Pounds and the new Standards; and to those which may be made between the new Standards and the weights used in commerce, and between these weights and the precious substances to be weighed with them.

29. Of the eight Troy pounds in our hands which had been compared with the lost Troy Standard, four brass pounds had been compared by Captain Kater in 1824, and two brass pounds and two platinum pounds had been compared by Captain Von Nehus in 1828. A repetition of the comparisons among themselves of the pounds in each group left no doubt that the brass pounds had gained in weight (one excepted, from which a small piece of wood was detached which apparently had been weighed with it), while the platinum pounds retained precisely the same relation as before. There appeared to be no doubt that the increase of weight of the brass pounds arose from oxidation. Professor Miller therefore decided, with our approval, to base his restoration of the standard pound on the platinum pounds only. A Troy pound was accordingly prepared, by the use of these platinum pounds, representing (with a very small assigned error) the weight of the lost Standard in air.

30. In the Report of 1841, Article 25, it was recommended that the future Standard of Weight should be the avoirdupois pound or Pound Weight of 7,000 grains; and it was understood by us that this recommendation was adopted by the Government. The following auxiliary weights were therefore prepared by Professor Miller:—

4 of 1,240 grains each (nearly).

1 of 800.

1 of 440.

1 of 360

4 of 80.

2 of 40.

These weights were so chosen that the larger weights can be compared with combinations of the smaller (thus 80 grains may be compared with twice 40, 360 with four times 80 and one 40, and so on), and that the weight of 5,760 grains can be compared with four of 1,240 and one of 800, and that of 7,000 grains with 5,760 and one of 1,240.

Expressing the error in the 40-grain weight by an algebraical symbol, the error of every weight in this series is determined from comparisons of the weights, and is expressed by two terms, of which one is numerical, and the other is a multiple of that symbol; and the error of $4 \times 1240 + 800$ is also expressible by a numerical term and a different multiple of the same symbol. These weights being compared with the Troy pound of 5,760 grains, the value of the symbol was obtained, and therefore the error of any of the 1,240 grain weights was known; and then a pound of 7,000 grains was formed by adding the Troy pound and a weight of 1,240 grains.

31. Five platinum pounds were thus prepared by Professor Miller, marked respectively PS 1841 1 lb, N° 1 PC 1844 1 lb, N° 2 PC 1844 1 lb, N° 3 PC 1844 1 lb, N° 4 PC 1844 1 lb, the specific gravities of which were found to be as follows:

PS	-	-	-	21.15702.
N° 1 PC	-	-	-	21.16634.
N° 2 PC	-	-	-	21.16334.
N° 3 PC	-	-	-	21.16128.
N° 4 PC	-	-	-	21.15549.

Comparing PS with the representative of the Troy pound in the manner just described, it was found that in air of the temperature $65^{\circ} \cdot 66$ Fahrenheit, under the pressure of 29.750 inches of mercury (these being the means of the temperatures and pressures at which Von Nehus compared the ancient Standard with the two platinum pounds),

$$PS = 0.6311 \text{ grain} + \frac{7000}{5760} \times \text{lost Standard},$$

and this may be considered as the commercial weight of P S.

- Assuming the specific gravity of the lost Standard to be the same as that of Vandoime, and that P S and the lost Standard are compared in vacuo,
 $P S = 7000 \cdot 000238$ grains, of which the lost Standard contained 5760.
 This may be considered as the philosophical weight of P S.

Also,

- $N^{\circ} 1 \text{ PC} = P S + 0 \cdot 00052$ grains.
- $N^{\circ} 2 \text{ PC} = P S - 0 \cdot 00088$ "
- $N^{\circ} 3 \text{ PC} = P S - 0 \cdot 00178$ "
- $N^{\circ} 4 \text{ PC} = P S - 0 \cdot 00314$ "

We recommend that P S be adopted as the PARLIAMENTARY STANDARD OF ONE POUND, and that $N^{\circ} 1 \text{ PC}$, $N^{\circ} 2 \text{ PC}$, $N^{\circ} 3 \text{ PC}$, $N^{\circ} 4 \text{ PC}$, be adopted as Parliamentary Copies.

Places of Deposit of the Standards.

32. It appears from the copy of the Bill of 1758, to which reference has been made, that the custody of the standards by the Clerk of the House of Commons, which continued to the time of the destruction of the Houses of Parliament, was a matter of accident. It is recited in that Bill that the bar and the metallic weight, which it is proposed to adopt as legal standards (and which are described with sufficient accuracy to insure their identity with the late Imperial Standards), together with their duplicates, are in the custody of the Clerk of the House of Commons; and it proposes to enact that "the said standard Troy pound and the said standard yard shall on or before the 9th September 1765 be deposited and for ever remain in the Court of the Receipt of the Exchequer, and be there safely kept under the seals of the Chancellor of the Exchequer and of the Chief Baron, and the Seal of Office of the Chamberlains of the Exchequer, which seals shall not at any time be opened but by the order and in the personal presence of the Chancellor of the Exchequer and the Chief Baron for the Time being, and then for the purposes only of guarding the same from all damage or injury, or of inspecting, examining, and comparing the copies and models hereinafter described, &c." The Bill afterwards provides for the appointment of four commissioners, with clerks, workmen, &c., and for the establishment of a proper office; and that "as soon as the said office shall be fixed and established, the said copies of the said standard yard and the said standard Troy pound, and the said models of parts and multiples, &c., shall be delivered to the said commissioners by the Clerk of the House of Commons, &c., and that one set shall be kept in the office under the seal of the Chief Baron of the Exchequer and the seals of the commissioners, and the other set shall be used for the purpose of sizing and adjusting, &c." It appears that this subject had engaged the attention of the House of Commons in 1758 and 1759, and that the Bill above mentioned was introduced by Lord Carysfort in 1760, and had passed through committee; but in the pressure of business attending the death of George II., and the succession of George III., and the dissolution of Parliament soon following, it was not carried through all its stages. There appears, however, to be no doubt that the intention of the Committee of the House of Commons may be sufficiently gathered from the language of the Bill as cited above.

- 33. Remarking this probable intention of the Legislature in the year 1760, and remarking also the evident propriety of placing the National Standards under the care of the Executive, we recommend that the Parliamentary Standards of One Yard and One Pound be deposited in the office of the Exchequer, there to be preserved under such regulations as to Parliament may appear fitting.

34. In selecting places for the preservation of the authentic Copies of the Parliamentary Standards, we have been guided by a consideration of the general fitness of the offices named; by an appreciation of the careful and accurate habits of the persons employed in them; by the limited accessibility to standards preserved in such offices, which it may be presumed will be made available for their legitimate purposes only; and by the occasional utility of accurate standards in verification of the operations to which these offices are

devoted. We have in some measure departed from the recommendation contained in the last clause of Article 11. of the Report of 1841, December 21, in proposing that one set be transferred to the Royal Society of London. In this proposal we have been actuated by the considerations that the character of the Royal Society in every respect fits it for recognition as a depository of scientific standards; that the first attempt in Britain to obtain an accurate standard of length, and the only attempt to secure a durable standard of weight, were made by that body; that it possesses at present a very valuable collection of standards; and that acknowledgment is due to it for its very important contribution to the means of restoring the value of the lost Standards. We adhere to the recommendation in Article 6. of the Report of 1841, that one set of copies should be imbedded in the masonry of a public building. In the distribution of the different copies, we have been guided by trifling peculiarities in the copies themselves.

35. After careful consideration, we recommend,—

That the copy of Length Standard, No. 2, and the copy of Weight Standard, P.C., N° 1, be deposited in the Royal Mint :

That the copy of Length Standard, No. 3, and the copy of Weight Standard, P.C., N° 2, be transferred to the Royal Society :

That the copy of Length Standard, No. 5, and the copy of Weight Standard, P.C., N° 3, be deposited in the Royal Observatory of Greenwich :

That the copy of Length Standard, No. 4, and the copy of Weight Standard, P.C., N° 4, be immured in the cill of the recess on the east side of the Lower Waiting Hall in the New Palace at Westminster.

36. We have to report that, under the sanction of the Lords Commissioners of the Treasury, as conveyed by letter of Sir Charles E. Trevelyan, dated 1853, June 23, and with the permission of the Commissioners of Public Works for immuring one set of standards in the masonry of the New Palace, as conveyed by letter of T. W. Philipps, Esq., dated 1853, March 21, we have deposited the Standards and the several Copies above named in the places specified above.

Comparison of the New Standards with Foreign Standards.

37. We have at present compared only one of our standards with a foreign standard, namely, the Pound Weight with the French Kilogramme.

38. By the liberal permission of the French Government, and with every assistance which could be obtained by the good offices of M. Arago, Professor Miller was enabled to make two most satisfactory series of comparisons with the Kilogramme des Archives. One of these was by direct comparison of British weights and auxiliary weight with the Kilogramme des Archives. The other was by indirect comparison; a platinum kilogramme (purchased for the British Government), as nearly as possible similar to the Kilogramme des Archives, having been compared with the Kilogramme des Archives in weight, and also (by means of the stereometer) in specific gravity, and this British kilogramme being compared with British weights. The results for the weight of the Kilogramme des Archives, in grains of which P.S. contains 7,000, were,—

By direct comparison	-	-	-	15432.3482.	• •
By indirect comparison	-	-	-	15432.3488.	• •

39. We expect that Professor Miller will shortly be able to communicate in a Memoir to the Royal Society the whole of the particulars of the weighings for the formation of the New Standards of Weight and the comparison with the Kilogramme; and we beg leave to refer to this for many details which it would be inconvenient to exhibit here.

On the question of referring the Values of the Measure and Weight represented by the Standards to natural elements.

40. After due consideration of this question, referring to the reasons explained in Chapter II. of the Report of 1841, December 21, we adhere to the recommendation contained in that chapter, and embodied in Articles 1. and 2. of the same Report, that no reference be made to natural elements for the values represented by the standards.

41. We consider the ascertaining of the earth's dimensions and of the length of the seconds' pendulum in terms of the Standard of Length, and of the weight of a certain volume of water in terms of the Standard of Weight, as philosophical determinations of the highest importance, to the prosecution of which we trust that Her Majesty's Government will always give their most liberal assistance; but we do not urge them on the Government at present as connected with the conservation of standards.

Distribution of Copies of Primary Standards.

42. Adverting to the recommendation in Article 32. of the Report of 1841, we have requested Mr. Sheepshanks and Professor Miller to prepare thirty copies of their respective standards. The copies of the Standard of Length are in all respects similar to the Parliamentary Standard, the form and material being well adapted for the contingencies of a journey; but for the copies of the Standard of Weight we have deemed it inexpedient to use a metal so soft as platinum. After consideration of the remarks in Chapter X. of the Report of 1841, we have adopted for the material of the weights gun-metal coated with gilding by amalgam.

43. We propose for consideration in the first instance the following list of places to which copies of the standards should be sent:

In the British Islands:

Edinburgh and Dublin.

In the British Dependencies:

Canada.

Jamaica.

Cape Colony.

New Zealand.

Australia.

Van Dieman's Land.

Presidency of Calcutta.

Presidency of Bombay.

Presidency of Madras.

In Foreign Countries:

Portugal.

Spain.

France.

Belgium.

Holland.

Prussia.

Hanover.

Sweden.

Denmark.

Russia.

Austria.

Bavaria.

Switzerland.

Sardinian States.

Papal States.

Kingdom of Naples.

Turkey.

Persia.

United States of America.

Brazil.

Buenos Ayres.

Chili.

Derived Standards à bouts.

44. We have already alluded (Article 6 above) to the value of length-standards *à bouts* for the ordinary uses of commerce; and from the commencement of our labours we have proposed to ourselves the formation of a standard *à bouts* equivalent in length to the Parliamentary Standard *à traits*, as necessary for the completeness of our undertaking. After consideration of

the methods of verifying and using such a standard, we recommend that the metal be steel; and that the ends be hardened steel, or hard stone as quartz or sapphire, or some sufficiently hard and incorrodible material; and that the end surfaces be curved, forming portions of one sphere whose centre is the centre of the bar.

45. At our request Mr. Sheepshanks has made preparations for forming such standards, to be compared with a steel Standard *à traits* whose length has been verified in the usual way by the Standard No. 6. to which reference is made in Article 20 above. We are not yet able to report the completion of these standards.

On the Scale of Multiples and Subdivisions proceeding from the Values of the Primary Standards; and on the Decimal Scale.

46. Before deciding on the values of the Secondary and Derived Standards which ought to be preserved in the Exchequer Office for daily use, we judged it necessary to consider most carefully the scale of multiples and subdivisions of the values of the primary standards which we would recommend to the sanction of the Government. Referring first to chapters VII. VIII. and IX. of the Report of 1841, and the recommendations based thereon, tending to alter the linear measures of the chain and the mile, to diminish the confusion between Avoirdupois weight and Troy weight, and to banish the stone of 14lbs. and the hundred weight of 112 lbs., we have to report that we adopt in their utmost extent the whole of those recommendations. Referring more particularly to chapters V. and VI. which recommend a decimal system of coinage, and a sanction of decimal system of Weights and Measures to a certain extent, we propose with the most confidence to carry out these recommendations, and even to advance further, adopting some proposals which have originated with other bodies.

47. We wish to state our opinion that, in reference to Decimal Scale generally, the public mind is very greatly changed; and that the introduction of a decimal system will now be very easy, in respect to many points which a few years ago would have offered great difficulties.

48. We desire next to refer to our letter of 1853, March 26, expressing the hearty wish of every member of the Committee, that measures might be taken at the present favourable opportunity for commencing a coinage on the decimal scale descending from the pound sterling.

49. We advert briefly to the notorious fact, that the Bank of England has spontaneously adopted a decimal scale of multiples and subdivisions of the Troy ounce for weighing gold and silver, in which the Bank has been followed by the Royal Mint, and by bullion dealers in general. A bill to be laid before Parliament for the legalization of this scale was prepared by the Bank of England, and was submitted to us. The bill was approved by us, and having passed through Parliament, has now become law.

50. We are anxious also to call your attention to the circumstance that in the Custom House of London it has been found necessary to adopt a series of weights in the mullesimal scale of subdivision of the avoirdupois pound, in order to facilitate the calculations of tare upon ribbons and other goods in numerous small packages, upon which duty is payable on the net weight only.

51. We beg leave to refer to the letter of our Chairman under date of 1853 April 21, proposing that the customs duties which it was then contemplated to levy by the hundred weight of 112 lbs. should be changed into equivalent duties levied by the hundred pound of 100 lbs.; and we remark that under any circumstances this step would be convenient; but that if, as we trust, a decimal coinage shall shortly be established, the convenience would become so striking that the change could not very well be deferred. This measure would almost necessarily imply the adoption in the Custom House of weights

... lbs., 20 lbs., &c., and 100 lbs. (a series which, even without a change of tariff, the officers of that establishment are desirous to introduce;) and we do not doubt that the adoption of these weights by the public would soon become so general that, if they were not already recognized by law, it would speedily be found necessary to pass an Act of Parliament recognizing them. In any case, the recognition of a weight of 10 lbs. is necessary, inasmuch as the legal definition of the gallon measure of capacity is the volume of water which under certain definite circumstances weighs 10 lbs.

52. Remarking that a decimal scale ascending from the pound weight is called for on one side, and a decimal scale descending from it is required on another side, and that thus an entire decimal scale based on the pound weight may be considered as likely to be soon established; remarking also that the decimal subdivisions of the pound weight, down to the one thousandth part, are expressed by integral grains; and conceiving that the co-existence of two decimal systems (based one on the pound weight, and the other on the Troy ounce,) offers very great facility for the abrogation of one, and the complete introduction of the other; we cannot but consider that there is now a prospect of attaining the long-desired simplification of the British system of weights, by the entire suppression of Troy weight; and for this reason (in addition to those founded on the extreme convenience of a decimal scale in any special system of weights) we are anxious that every facility should be given to the introduction of the decimal scale based on the pound weight.

53. On these several considerations are based principally the following recommendations regarding the Secondary and Derived Standards which we would propose to place in the Exchequer, and, as far as need requires, in other local offices.

Secondary and Derived Standards.

54. We recommend that the following Secondary Standards of Length be lodged in the office of Exchequer, for public reference:

A mural standard of 100 feet.

A mural standard of 22 yards, or the land chain.

A mural standard of 20 yards.

A mural standard of 10 feet.

(The best form for each of these will probably be, two steel projections inserted in a wall, and defining the required length by the interval between their inner faces.)

A standard *à traits* of one yard, extended to 40 inches, and divided into inches; with a microscopic apparatus for comparisons.

A standard *à traits* of one foot, decimally divided; with similar apparatus.

A standard *à bouts* of one yard, with a multiplying-lever-apparatus for comparisons.

A standard *à bouts* of five links or 1·1 yard.

Standards *à bouts* of two feet, of one foot, of 0·5 foot or six inches, and of 0·25 foot or three inches, with similar apparatus for comparisons.

A standard *à bouts* of the French Mètre.

A standard *à bouts* of the Prussian Yard.

Mr. Sheepshanks hopes shortly to have the standard *à bouts* of one yard ready for deposit in the Exchequer.

55. We recommend that the following Secondary Standards of Weight be lodged in the Exchequer, in addition to those which are now in that office, for public reference:

100 lbs., 200 lbs. (if judged necessary.)

10, 20, 30, 40, 50 lbs.

1, 2, 3, 4, 5 lbs.

1, 2, 3, 4, 5 lb.

·01, ·02, ·03, ·04, ·05 lb.

·001, ·002, ·003, ·004, ·005 lb.

100, 200, 300, 400, 500, 1,000 grains

10, 20, 30, 40, 50 grains.

1, 2, 3, 4, 5, 6, 7 grains

Small decimal subdivisions of the grain, for verification of the balances.*

100, 200, 300, 400, 500 ounces Troy.

10, 20, 30, 40, 50 ounces.

1, 2, 3, 4, 5 ounces.

·1, ·2, ·3, ·4, ·5 ounce.

·01, ·02, ·03, ·04, ·05 ounce.

·001, ·002, ·003, ·004, ·005 ounce.

A copy of the French Kilogramme.

Professor Miller has already taken steps for preparing the 10 lbs. weight, the various Troy weights, and the Kilogramme.

56. In regard to standards of capacity, we see no necessity for departing from the recommendations of the Report of 1841, Article 64, which would provide standards of 9 gallons, 5 gallons, 3 gallons, quart, $\frac{1}{2}$ gallon, pint, in a conical form; and bushel, $\frac{1}{2}$ bushel, peck, gallon, $\frac{1}{2}$ gallon, quart, pint, $\frac{1}{2}$ pint, gill, $\frac{1}{2}$ gill, in a cylindrical form.

General Recommendations applying to the Subject of Standards.

57. In the course of our inquiries as to the demand for standards and the state of the standard offices, we have been very strongly impressed with the inadequacy of the present arrangements to maintain the national standards in a state fit for the public wants, as regards either the sufficiency of number of the Exchequer standards, or the state of preservation of those standards, or the nature of the comparing apparatus and the methods used in their applications, or the provincial dissemination of copies of the standards, or the inspection and occasional comparison of all for the purpose of insuring their accuracy. We see no remedy for this unsatisfactory state of things except in the appointment of a permanent scientific officer; whose business it shall be to keep a constant watch on the state of the primary standards, the secondary Exchequer standards, the local standards, the equipments of the standard offices, the relations of British and foreign standards, and the state of the law generally as applying to standards; and to memorialize the Government from time to time, as occasion may arise, on any of these points.

58. We beg to observe that this recommendation is not new. It was proposed in Lord Carysfort's Bill (to which allusion has already been made) that four commissioners should be appointed, each receiving a salary of 300*l.* per annum, with an establishment of eight clerks and a sufficient number of workmen; and although their duties as described do not *totidem verbis* include the employments stated above, yet it is plain that an establishment of this liberal character was intended to maintain the standard department in a perfectly efficient and reputable state. This Bill having (from the accidental circumstances before mentioned) never passed into law, the appointments never were made, and the management of the standards has fallen entirely into the hands of subordinate officers of the Exchequer. No ordinary means have existed of calling the attention of the Government (except on such occasions as the destruction of the national standards) to the improper condition of the buildings, the instruments, or the provincial standards, or to the extreme impolicy of some of the Exchequer regulations; and to this it is undoubtedly owing that the character of the Exchequer Standard Office is not high, and that its utility is very small.

59. We therefore recommend that a permanent scientific officer be appointed with adequate salary, to undertake the duties described in Article 57.

60. Should the Lords Commissioners of Her Majesty's Treasury be pleased to entertain this proposal, and should it be sanctioned by Parliament, the remaining recommendations of this Committee would merge so completely in the duties of the scientific officer that it would be unnecessary for us to urge them specially on their Lordships' attention. In the meantime we venture to point out the following matters as requiring immediate attention.

61. The Apartments in which the business of the Exchequer Standard Office is now carried on are totally unfit for their purpose. We submit that there ought to be provided at least four rooms, fire-proof and out of the

reach of water, carefully adapted to the following purposes: 1. A place of deposit of accurate standards, British and foreign. 2. A place for accurate comparisons of standards. 3. A place for comparisons of ordinary commercial standards and for public business. 4. An official room for the scientific officer. As the character of the office rose, and its business increased, possibly some extension would become necessary.

62. The Length Standards pressingly require improvement. At present there is but one length (the yard) represented in the Exchequer standards, and the apparatus provided for comparing it is so rude that no engineer or ordinary workman in any trade requiring accurate fittings would place confidence in it.

63. The Balances for weighing ought to be replaced by balances of a more accurate construction. Those now in the Exchequer are antiquated in form and inaccurate in principle. The balances in daily use at the Bank of England are probably ten times as delicate as those in the Exchequer Office.

64. The Weights have not been verified for many years.

65. The Standards of Capacity, and the methods of using them, are on the whole in a better state than the standards of length and weight and the methods employed with them. But the standards of capacity have not been verified for many years.

66. The rude process of Attesting the Comparison of a standard of length or capacity, brought to the office for verification, by an impression made by the blow of a hammer, ought to be discontinued from the present day. The length of a bar is altered by this operation to an extent probably many times greater than the error which could be tolerated in delicate workmanship. No London instrument-maker, and no first-rate engineer, can put any confidence in a yard measure bearing the Exchequer stamp. The effect on a measure of capacity is less injurious, but on this also it is injurious. We have ascertained that there would be no difficulty in engraving, by means of a moveable drill, a verification-mark in any required pattern, and we think that steps ought to be taken immediately for the introduction of some apparatus of this kind.

67. The Indenture issued from the Exchequer on the examination of standards appears to be useless, and the stamp duty upon it is prohibitory against the comparison of standards in general. In our opinion this regulation ought to be at once rescinded.

68. It appears probable that the local standards are generally, even in reference to their lower pretensions to accuracy, in a worse state than the Exchequer standards. Until the Periodical Comparison of local standards is enforced, it will be impossible to pronounce certainly on the magnitude of their errors. The Balances of local inspectors are probably in all cases unfit for the examination of the weights used in sales of bullion. There is a great want of Local Standards, and especially of Mural Standards of Length, in the principal towns.

69. We terminate this Report by inviting the attention of the Lords Commissioners of Her Majesty's Treasury to the recommendations in the Report of 1841, from Chapter X. to the conclusion.

March 28th, 1854.

G. B. AIRY, Chairman.

ROSSE.

WROTTESELEY.

JOHN GEORGE SHAW LEFEVRE.

J. W. LUBBOCK.

GEORGE PEACOCK.

R. SHEEPHANKS.

J. F. W. HERSCHEL.

W. H. MILLER.

To the Lords Commissioners
of Her Majesty's Treasury.

APPENDIX

TO THE

REPORT of COMMISSIONERS appointed to superintend the Construction of new Parliamentary Standards of Length and Weight ;

CONTAINING,—

- I. Letter of the Commissioners to the Chancellor of the Exchequer, dated 1853, March 26.
- II. Letter of the Chairman of the Commissioners to the Chancellor of the Exchequer accompanying the letter of the Commissioners of 1853, March 26.
- III. Letter of the Chairman of the Commissioners to the Chancellor of the Exchequer, dated 1853, April 21, with Schedule of certain Import Duties.
- IV. Extracts from the " Report of the Commissioners appointed to consider the steps to be taken for Restoration of the Standards of Weight and Measure, dated 1841, December 21," including the principal recommendations from Chapter X. to the conclusion, namely, Nos. 52 to 55, and Nos. 70 to 99.

I. Letter of the Commissioners to the Chancellor of the Exchequer, dated 1853, March 26.

Royal Observatory, Greenwich,
1853, March 26.

SIR,

By a letter which the Chairman of this Committee had the honour of addressing to you under date of March 18, you will have perceived that the Committee are at this time preparing a report on the subject of standards, and that, in connexion with this subject, they have felt it to be their duty to represent that they are strongly impressed with the advantages of a decimal system of coinage.

The members of the committee have since learnt that Her Majesty's Government have in contemplation an immediate coinage of copper to a considerable amount. The Committee have the honour to lay before you their urgent request that, before specific steps are taken in reference to the proposed coinage, the decimal system may be carefully considered. They trust that the result of such consideration would be, that the Government would decide on issuing coins, related to the millesimal subdivision of the pound, and bearing distinct inscriptions stating their values in respect to the pound and in respect to the one-thousandth part of a pound (by whatever name it may be called). They request permission to suggest that coins of the values of $\frac{1}{1000}$, $\frac{2}{1000}$, and $\frac{4}{1000}$ of a pound (differing little from the farthing, halfpenny, and penny), might be extensively used by the public without present inconvenience, while the inscription of their values, as estimated in the decimal scale, would afford the means of shortly introducing that scale throughout the entire system.

The Committee have, &c.

(Signed) G. B. AIRY (Chairman).
ROSSE.
WROTTESELEY.
G. PEACOCK.
J. W. LUBBOCK.
J. G. SHAW LEFEVRE.
R. SHEEPHANKS.
W. H. MILLER.

The Right Honorable W. E. Gladstone,
&c. &c. &c.

II. Letter of the Chairman of the Commissioners to the Chancellor of the Exchequer, accompanying the Letter of the Commissioners of 1853, March 26.

Royal Observatory, Greenwich,
1853, March 28.

SIR,

IN transmitting to you the enclosed memorial of the Committee for Superintending the Construction of Standards of Length and Weight, I have the honour to remark, that the memorial is signed by every member of the Committee except Sir John Herschel, whose position as confidential Officer of the Government prevents him from taking part in this representation.

I have, &c.

G. B. AIRY,

The Right Honorable W. E. Gladstone,
&c. &c. &c.,
Chancellor of the Exchequer.

III. Letter of the Chairman of the Commissioners to the Chancellor of the Exchequer, dated 1853, April 21, with Schedule of certain Import Duties.

SIR,

Royal Observatory, Greenwich,

1853, April 21.

IN a letter which, on the part of the Committee for Superintending the Construction of National Standards of Length and Weight, I had the honour of addressing to you under date of March 18th, I transmitted the substance of two resolutions of the Committee, which applied to practical measures tending to introduce the decimal scale of weights in all the transactions of Government, and thus tending, ultimately, by a most unexceptionable course, to introduce the decimal scale of weights into general use; an object which the Committee regard as extremely important. The nature of the resolutions to which I have the honour to refer is described in the following paragraphs:—

"15. The first proposal is, that a new tariff should be immediately prepared, equivalent to the existing tariff, but with duties charged in all cases by the pound or by the hundred pounds (100 lbs.), not by the hundred-weight (cwt. of 112 lbs.)

"16. The second proposal is, that the weights of 7lbs., 14lbs., 28lbs., 56lbs., now in use at the Custom-house, should at once be changed for the following weights:—1lb., 2, 3, 4, 5, 10 lbs., 20, 30, 40, 50, 100 lbs."

2. I have the honour now to remark, that a very favourable opportunity for acting on the former of these proposals is presented by the circumstance of an extensive alteration of the tariff being at this time submitted to Parliament, and, as representing for the present time the Standard Committee, I have the honour to request your consideration of the advantage of substituting duties per 100 lbs. for duties per 112 lbs. in all instances in which duties of the latter class occur in the alterations of the tariff.

3. I have extracted from the list of the proposed alterations all the instances in which duties are specified as to be charged per 112 lbs., and I have converted them into equivalent duties at per 100 lbs.; and I inclose a Schedule exhibiting the rates of duty on the latter system of charge.

I have, &c.

G. B. AIRY.

The Right Honorable W. E. Gladstone,

&c. &c. &c.,

Chancellor of the Exchequer.

[Enclosure in letter of Astronomer Royal, Chairman of the Committee for Superintending the Construction of National Standards of Length and Weight, dated 1853, April 21.]

SCHEDULE of DUTIES of CUSTOMS proposed by the Chancellor of the Exchequer to be levied by the hundred-weight of 112 lbs., with the corresponding duties as levied by the hundred pounds weight of 100 lbs.

Name of Article.	Duty per 112 lbs.			Duty per 100 lbs.		
No. 3.	£	s.	d.	£	s.	d.
Butter (not of British possessions)	0	5	0	0	4	6
Cheese (not of British possessions)	0	2	6	0	2	3
Raisins (not of British possessions)	0	10	0	0	8	11
No. 4.						
Almonds, Jordan	0	10	0	0	8	11
Almonds, not Jordan nor bitter	0	10	0	0	8	11
Arrowroot	0	0	4½	0	0	4
Barley, pearled	0	0	4½	0	0	4
Biscuit and bread	0	0	4½	0	0	4
Books, of editions prior to 1801	1	1	0	0	18	9
Books, of editions in or since 1801	1	10	0	1	6	10
Books, in foreign living languages in or since 1801	1	10	0	1	6	10
(Under Treaties of International Copyright.)						
Books originally printed in the United Kingdom and re-published in the country of export	0	15	0	0	13	5
Books not originally produced in the United Kingdom	0	15	0	0	13	5
Brass, manufactures of	0	10	0	0	8	11
Bronze, manufactures of	0	10	0	0	8	11
Candles, spermaceti	0	2	4	0	2	1
stearine	0	2	4	0	2	1

Schedule of Duties, &c.—*continued*.

Name of Article.	Duty per 112 lbs.			Duty per 100 lbs.		
	£	s.	d.	£	s.	d.
Candles, tallow	0	2	4	0	2	1
„ wax	0	2	4	0	2	1
Cassava powder	0	6	4½	0	0	4
China-ware or porcelain	0	10	0	0	8	11
Coculus Indicus	0	5	0	0	4	6
Copper, manufactures of, and copper plates engraved	0	10	0	0	8	11
„ „ square for rounding	0	4	8	0	4	2
Dates	0	10	0	0	8	11
Earthenware	0	10	0	0	8	11
Glass (flint cut glass, flint coloured glass, fancy ornamental glass)	0	10	0	0	8	11
Iron and steel, wrought	0	5	0	0	4	6
Lead, manufactures of	0	2	0	0	1	9½
Leather, cut into shapes	0	10	0	0	8	11
Liquorice paste, not of British possessions	1	0	0	0	17	10
„ powder, ditto	1	0	0	0	17	10
Maccaroni	0	1	0	0	0	10½
Mustard flour	0	1	6	0	1	4
Nux vomica	0	2	0	0	1	9½
Pewter, manufactures of	0	2	0	0	1	9½
Pimento	0	5	0	0	4	6
Plums, French and prunelles	0	15	0	0	13	5
Plums, dried or preserved, except in sugar	0	15	0	0	13	5
Potato flour	0	0	4½	0	0	4
Powder that will serve the same purpose as starch	0	0	4½	0	0	4
Quassia	0	1	0	0	0	10½
Sago	0	0	4½	0	0	4
Scaleboard	0	1	0	0	0	10½
Semolina	0	0	4½	0	0	4
Soap, hard	0	16	0	0	14	4
„ soft	0	11	0	0	9	10
„ Naples	0	16	0	0	14	4
Spelter or zinc, manufactures of	0	2	0	0	1	9½
Starch	0	0	4½	0	0	4
Starch, gum of	0	0	4½	0	0	4
Tapioca	0	0	4½	0	0	4
Tinfoil	0	10	0	0	8	11
„ manufactures of	0	10	0	0	8	11
Toys, viz., marbles	0	1	0	0	0	10½
Vermicelli	0	1	0	0	0	10½
Washing balls	0	16	0	0	14	4
No. 6.						
Flock for paper stainers	0	7	0	0	6	3
Fig cake	0	15	0	0	13	5
Gutta percha, manufactures of, not moulded	0	5	0	0	4	6
Mandioca flour	0	0	4½	0	0	4
Manna croup	0	0	4½	0	0	4
Stearine	0	1	6	0	1	4
Vencers	0	1	0	0	0	10½

IV. Extracts from the “Report of the Commissioners appointed to consider the steps to be taken for Restoration of the Standards of Weight and Measure, dated 1841, December 21,” including the principal recommendations from Chapter X. to the conclusion, namely, Nos. 52 to 55, and Nos. 70 to 99.

52. That the only secondary standards which are to be used in Great Britain and Ireland, in the verification and legalizing of local standards, be deposited at the Exchequer, and be denominated the Exchequer Standards.

53. That once in every five years, the Exchequer Standards of the yard and the pound be compared with the Parliamentary Standards, and all the Exchequer Standards be compared among themselves and repaired if found incorrect; the first of such quinquennial comparisons to be made within one year after the passing of the Act.

54. That it be the duty of the Comptroller of the Exchequer to memorialize the Lords Commissioners of Her Majesty's Treasury, at the proper time, for authority to the Warden of the Parliamentary Standards to compare the Exchequer Standards of the yard and the pound with the Parliamentary Standards.

55. That in order to avoid loss of time in the use of the Exchequer Standards during the comparison, two sets of Exchequer Standards be constructed (excepting the Exchequer Standard of 22 yards hereafter mentioned), each to be alternately in the care of the Warden of the Parliamentary Standards, and of the Comptroller of the Exchequer.

70. That a set of Itinerant Standards, consisting of a yard and a pound, be prepared by immediate comparison with the Parliamentary Standards; and that they be accompanied with such multiples and submultiples thereof as may be considered expedient; and also with a standard gallon, and its multiples and submultiples, for the purpose of passing from Colony to Colony and back again to England, in a certain rotation, in order to verify once in every ten years the correctness of Colonial Standards; that on every return to England of such Itinerant Standards, they be compared with the Exchequer Standards; that immediately on such comparison being made, it be the duty of the Comptroller of the Exchequer to memorialize Her Majesty's Secretary of State for the Colonies, to order the said Itinerant Standards to be passed on and duly employed; and that it be also the duty of the Comptroller of the Exchequer, in the event of their loss or injury, to memorialize the Lords Commissioners of Her Majesty's Treasury to order their renewal and comparison with the Parliamentary Standards.

71. We beg to express our opinion of the great advantages which would accrue to the public, if the Honourable East India Company would resolve on extending the benefit of a similar provision to the Indian Presidencies and their dependencies.

72. That the construction and values of local standards, with the exception of the land chain of 22 yards, be generally similar to those of the Exchequer Standards.

73. That the local standards of the land chain consist of not more than 30 pieces each.

74. That the local standards be brought to the Exchequer for verification and remarking, at least once in every five years, (the first time to be within one year after passing of the Act,) otherwise to be insufficient for conviction on charges of use of false weights and measures; and that the local inspector be responsible, under penalty, for omission in forwarding or presenting the local standards for verification at the proper time.

75. That Mural Standards of the principal measures of length (1 foot, 2 feet, 1 yard, 10 feet, and, where practicable, 22 yards, and 100 feet,) be securely fixed in or marked on the wall or floor of some public building, in each of certain principal towns, for public use; and that the local inspector of weights and measures do report at stated times on the condition of these Mural Standards to the municipal or county authorities, who shall be responsible for keeping them in good order; but that these Mural Standards be not valid for conviction on charges of false measures.

76. That the towns in which these Mural Standards are to be fixed be named in the Act of Parliament; and that they include at least every town in which assizes are held, and every town with a population exceeding 10,000 persons; and that Her Majesty be empowered, with the advice of Her Privy Council, to direct the addition of other towns and places to the list.

77. That a set of Local Standards, carefully compared with the Exchequer Standards, be forwarded to each of the Colonies, there to be used as Colonial Central Standards, and that provision be made for the distribution of Colonial Local Standards through the respective Colonies, to be verified therein by comparison with the Colonial Central Standards, and subject to the same regulations; and that such Colonial Central Standards be kept in each Colony in the principal town or metropolis of such Colony, in the office of the Surveyor General, or in custody of some other officer to be appointed by the Governor of the Colony as Warden, who shall be responsible for their safe custody.

78. That the powers of inspectors of weights and measures be extended and explained, so as to enable them to examine and seize for trial before a magistrate, weights, measures, and weighing machines, which they have good reason for supposing to be unjust, without warrant, wherever they are found; and also to enter, for the purpose of such examination, any place where goods are exposed, or kept, or measured, or weighed, for sale or other commercial purpose; and, with special warrant of a magistrate, to enter for such examination into any place whatever.

79. That the system of inspection and registration of weights and measures be on a complete and uniform plan throughout the Kingdom, with gradations of officers, to whom the general control of the inspection and registration is to be intrusted. We beg to suggest for the consideration of Government, whether these duties might not be efficiently performed by the Officers of Excise.

80. That the powers of corporate bodies, leet juries, &c., in respect to the stamping of weights and measures be wholly abolished, as being productive of no advantage to themselves, and as being pernicious to the public by the irregularity and insecurity which they produce in the examination of weights and measures. We beg to urge this recommendation as, in our opinion, of very high importance.

81. That no weight or measure be stamped by the local inspector except it express the ~~correct~~ denomination of weight or measure as one of the Exchequer Standards.

82. That no unstamped weight or measure be legal for purposes of sale or other commercial transaction; excepting glass vessels, and casks.

83. That every iron weight have only one leaden plug for adjustment, as little larger than the inspector's stamp as may be practically necessary to receive its impression.

84. That every weight be distinctly marked with words or figures denoting the value of the weight it professes to represent.

85. That weights of the Troy ounce and the pennyweight and their multiples be marked with the word "Troy" at length, in addition to the mark denoting the value of the weight.

86. That any mass or parcel of any sort of goods, professing to contain a certain weight of such goods exposed or kept for sale, be subject to the Inspector's examination, and to seizure and fine if found unjust; but that the Inspector's power do not extend to the opening of such parcel, unless on weighing it with its covering, if any, as prepared for delivery, there shall appear ground for supposing it to contain less than its professed weight of the said goods.

87. That instruments for the purpose of weighing (except weigh-bridges) be specially included in the powers of the inspectors as regards examination and seizure as well as fine, if found unjust.

88. That weigh-bridges be liable to examination by the inspectors, and to fine if found unjust.

89. That where it shall be impracticable to ascertain the contents of any vessel by the weight of distilled water which it contains, or by pouring water into it from a standard measure, it be permitted to ascertain the contents by gauging (the gallon being assumed to be 277.274 cubic inches), or by pouring seed into it from a standard measure.

90. That all measures of capacity constructed of wood, stamped after the passing of this Act (not having been previously stamped), be of cylindrical form, with a plain and even bottom.

91. That every measure of capacity made of wood or metal be distinctly marked with words or figures denoting the value of the capacity which it professes to represent.

92. That the wine bottle be recognized as a measure containing one sixth part of the gallon.

93. That, in the examination of measures of length, subdivisions of not less than $\frac{1}{8}$ of a yard be verified.

94. That chains used in the measure of land, consisting of not more than 30 pieces, be examined and stamped by the inspector; and that no person shall be admitted to give evidence in any court of justice of having measured land, after the passing of this Act, with any other than a stamped measure, or a measure which has been compared, on each day on which any part of the measurement has been made, with a stamped measure or with one of the Mural Standards mentioned in Article 75.

95. That every false weight, weighing machine, or measure, in the possession of a tradesman, render him liable to a separate penalty.

96. That the Act of Parliament regulating standards, weights, and measures, do contain a distinct statement in a tabular form of all the denominations of weight and measure recognized by the legislature, and the purposes for which each is recognized, with their value expressed in terms of the units of weight and measure which are adopted for the standards; and that all local and customary use of the denominations therein contained, differing from their meaning as it is there stated, be prohibited by distinct enactment.

97. That every contract be declared void in which the quantity of the matter or thing of which the contract treats, shall be expressed in denominations different from those

proposed to be legalized in such tabular statement, or shall be expressed in any customary weight or measure of any place, district, or market, different therefrom, or according to any usage or mutual understanding between the parties to the said contract; unless in the case of such contract being in writing, the denominations, customary weights or measures, usages, or mutual understandings be expressly defined and explained in the body of the in the operative clauses thereof, in terms of the said legalized denominations.

98. That the publication of tables of weights, measures, and coins, professing to those actually in Great Britain and Ireland at the time of publication, other than those legalized by an Act, be prohibited.

99. That in all contracts in which numbers are specified, such numbers be interpreted according to their true and natural sense, any custom of trade or local or temporary usage notwithstanding: and that in all cases where numbers shall be contracted for under special names, such as the dozen, the score, the gross, &c., such names shall be interpreted according to their general acceptance.
